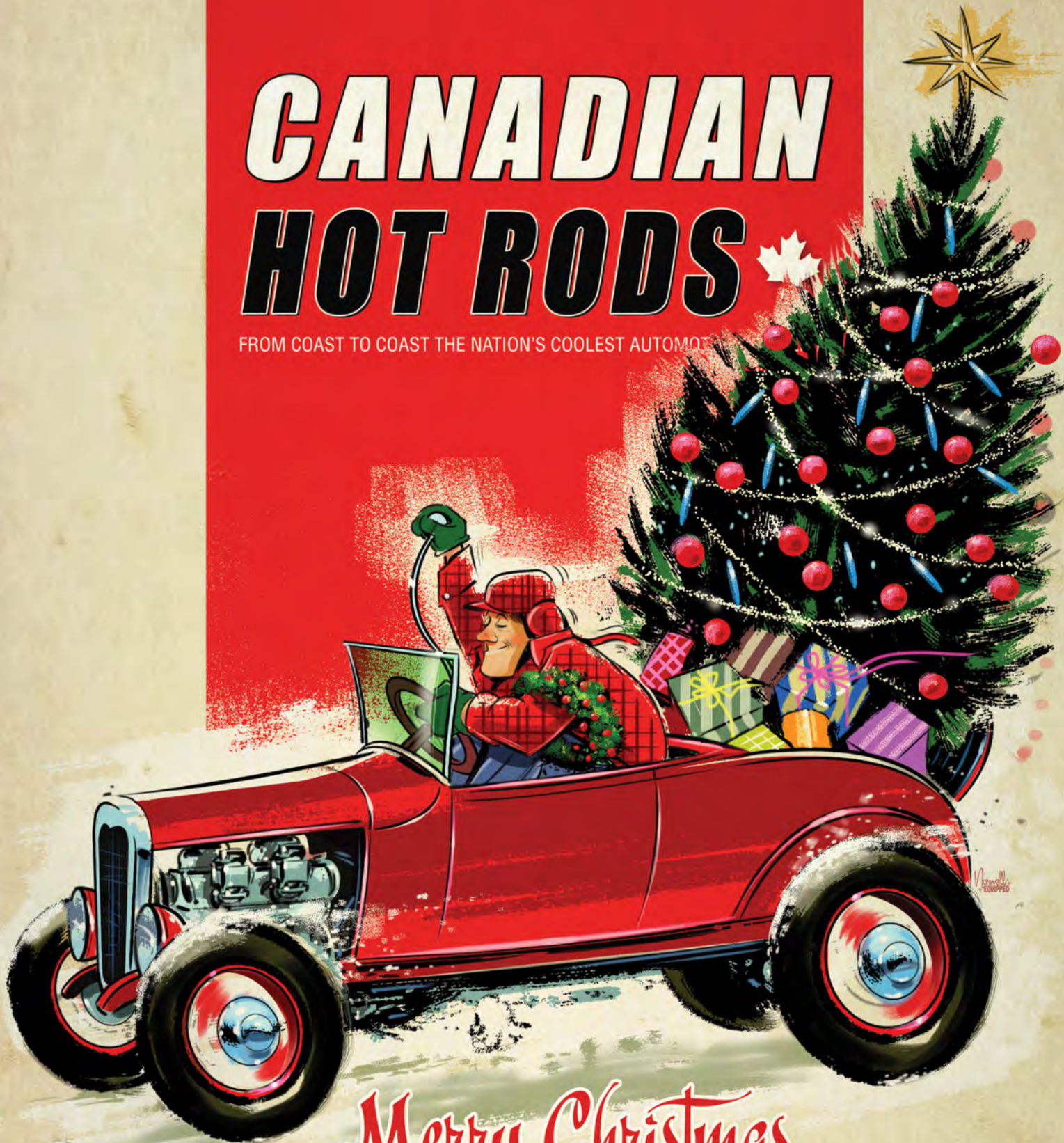


# CANADIAN HOT RODS

FROM COAST TO COAST THE NATION'S COOLEST AUTOMOTIVE



*Merry Christmas  
2014*

**DEC/JAN 2014**

CAN \$7.95/US \$6.95

Display to Jan 9/2015



**VOLUME 10/ISSUE 2**





# GOLDEN LEAF AUTOMOTIVE

## MUSCLE CAR PARTS AND MOLDING



FULL LINES  
OF PARTS  
AVAILABLE FOR:

EL CAMINO  
CHEVELLE

CAMARO  
IMPALA

NOVA  
GTO

MUSTANG  
CHEVY

PICKUP  
MOPAR



*Quality...  
it's what we do!*

### FEATURED

#### Muscle Car Parts



1967 Mustang  
Full Quarter  
Panel F/B

65-35 Complete  
Mustang Floor Pan  
**ON SALE**  
Part: 3648B



Wheel  
GW 157S  
**ON SALE**  
Year Fit:  
1964-1981

CAMARO Fender  
LH 68-69  
**ON SALE**  
Part: 1039K



Horn Low All GM  
1955-1980 **ON SALE**  
Part: 1010L

#### EXCLUSIVE TO GLA!

NEW REPRODUCTION  
ORIGINAL STYLE  
MAGNUM WHEELS!

NOW  
AVAILABLE IN  
17" Chrome!



Check out our full inventory of parts by visiting us at:

**WWW.GOLDENLEAFAUTOMOTIVE.COM**

170 Zenway Blvb. Unit 2, Woodbridge ON • 1-866-640-1324





# INCREASE

THE STORAGE SPACE IN YOUR GARAGE  
WITH CANADA'S MOST TRUSTED NAME  
IN COMMERCIAL GRADE LIFTS!

*Special*  
**\$2,895**

OWN FOR  
AS LITTLE AS

**\$99**  
A MONTH OAC



Large  
Selection of  
**Neon Signs**  
In Stock Now!



**GARAGE  
FLOOR TILE**  
ONLY \$3 PER SQ-FT!  
(Reg. \$4.99)

**FREE QUOTES  
AND ESTIMATES!**

**ASK US FOR INFORMATION  
ON HOW TO GET THE MOST  
FROM YOUR GARAGE!**



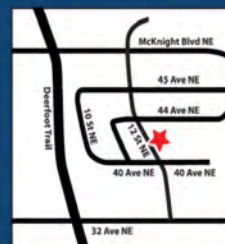
**ALL NEW LOCATION!**

4216 - 12th Street NE, Calgary AB

(403) 283-1020

After Hours 403-667-2133

[www.LIFTKING.ca](http://www.LIFTKING.ca)





# CANADIAN HOT RODS

FROM COAST TO COAST THE NATION'S COOLEST AUTOMOTIVE MAGAZINE

Volume 10, Issue 2, 2014

## EDITORIAL/SALES

Publisher/Editor  
Terry Denomme

Editorial Assistant  
Patty Denomme

1-888-753-2111

## CONTACT US

Office — 250-753-2722

Toll Free — 1-888-753-2111

Cell — 250-327-1383

Fax — 250-753-2721

info@canadianhotrods.com  
canadianhotrods.com

## CANADIAN SUBSCRIPTIONS

1 year — six issues — \$30\*

2 years — 12 issues — \$55\*

\*add applicable provincial tax

## U.S. SUBSCRIPTIONS

1 year — six issues —

\$40US

2 years — 12 issues —

\$76US

Mail cheque or money order

My Car Publications

978 Waddington

Nanaimo, B.C., V9S 4T9

please allow 6 to 8 weeks for first issue

**BACK ISSUES:** To order back issues log onto canadianhotrods.com or call our toll free number. All back issues are \$6.95+applicable taxes, plus \$3.50 S&H. Please specify issue date or volume information.

**QUALITY PHOTO/STORY REPRINTS** are available by calling 1-888-753-2111.

**EDITORIAL CONTRIBUTIONS** are welcome, but best to query us first. If an article is accepted, payment will be made upon publication at our current rate. All photos and stories in this publication are the property of My Car Publications and may not be reproduced or otherwise used without the express written consent of the publisher.

Publications mail agreement No. 41156044

Return undeliverable

Canadian Addresses to:

My Car Publications, 978 Waddington Road,  
Nanaimo, B.C., V9S 4T9



## SASKATOON SUPER RUN

Page 78



Page 48



"...you were wondering how Santa does it all in one night?"



The Burnouts Box  
by SWINAND  
www.burnouts.net





Page 40



**MISSED THE  
PREVIOUS ISSUE?**

Call 1-888-753-2111 to  
buy a copy or download a  
digital version at  
<http://www.canadian-hotrods.com/subscribe-now.php>

## EVERY ISSUE

- 6 **Blowin' Smoke**  
Keepers of the flame
- 8 **HEDMAN HEDDERS** Mailbag  
Letters to the Editor
- 10 **Sketchpad**  
Cool concept renderings
- 12 **Rearview Mirror**  
Readers vintage photos
- 16 **Reader Rides**  
You built it — now show  
it off to CHR readers
- 98 **Parting Shots**  
Images from the hot world world

## TECH & PROJECTS

- 34 **Bodyman**  
Part 5 of Marty Mayer's  
1930 Model A pickup build
- 66 **Metal Tech**  
Building a custom interior in a  
Mercury Park Lane: Part 3

## FEATURED HOT RODS

- 18 **1954 Chevy wagon**  
Gets its kicks on Route 66
- 40 **1969 Super Bee**  
Customized pro touring muscle
- 48 **1932 Tudor Sedan**  
The Tiki Dream comes to life

## SHOWS

- 72 **ESRA Summer Cruise**  
Edmonton Street Rod  
Association hosts its  
30th annual car show

**Upholstery? Parts? Paint?**  
**The businesses you need**  
**are in the Hot Rod Biz**  
**pages 94-95**

**ADVERTISING INDEX  
IS ON PAGE 92**



We acknowledge the financial support of the Government of Canada through the Canada Periodical Fund of the Department of Canadian Heritage.

## SHOWS

- 24 **ATLANTIC NATIONALS**  
Moncton, NB hosts another spectacular  
event and we were there to take it in



- 57 **1st Annual Jalopy Jam Up**  
Despite a soggy day this pre-'64 hot rods &  
customs show was a hit. Check it out.



## WHAT'S ON THE WEB



BOB DIXON'S 1957 FORD

Check out this and on other features at  
[canadianhotrods.com](http://canadianhotrods.com)

[http://www.youtube.com/  
user/TheCanadianhotrods](http://www.youtube.com/user/TheCanadianhotrods)



at Canadian Hot Rods  
Magazine

Copyright 2013 by My Car Publications. Printed in Canada by Transcontinental LGMC, 737 Moray Street, Winnipeg MB R3J 3S9. All stories and photos are the property of Canadian Hot Rods and may not be reproduced in any way without written permission from the publisher.





This is a love story. No...no...don't worry...not that kind of love story. This is a hot rod magazine not a Harlequin Romance. I mean, yeah's there's passion and devotion in it but it's got nothing at all to do with Cupid, rainbows or dancing ponies. (I have no idea what dancing ponies have to do with love, or anything for that matter, but I was on a roll and couldn't stop myself.)

It's a love story about old cars, drag strips and memories of wrenching with our dads in the driveway. It's about the brotherhood and friendships that form when you're helping each other build cars saved from wrecking yards, used car lots, barns or a little old lady's garage. It's a story I try to tell with every issue and in this case it includes the three goofs in the photo above.

The goof in the middle you might already know. If you don't, it's me, Terry Denomme. The other two are Mark Rogerson, left, and Mike Roi, the president and vice-president of the East London Timing Association out of London, ON. The photo was taken by Jerry Golab at this year's ELTA Summer Bash, coverage of which will be in the next issue. We've covered past shows but I've never been able to attend in person. This year I made sure I was there and it was a blast and not just because of the cool cars, including some historic Southern Ontario drag cars, on display. What really makes the show is the people who organize it. They love this hobby and it shows and they really went all out to make me feel at home, including hanging the banner just outside the door of their incredible clubhouse/shop. If you haven't seen the shop, you will in the next issue. It's basically a Hot Rod Smithsonian and the collection of old posters, jackets, magazines, car parts, models, banners, trophies and old photos grows every year. It is awesome and it all started with a group of passionate gearheads who wanted to not just celebrate the hot rod hobby but preserve it so that the present and future of the hobby would be stronger.

When they hung that banner outside their clubhouse it really humbled me. What Mark, Mike, and all the ELTA gang do is much the same as what I do with this magazine. We're like archeologists digging in the same soil but each making different and I feel important discoveries and contributions to this hobby. The creation of this magazine was an act of passion borne of my love for cars as was the formation of the ELTA...aka The Disciples of Speed.

To borrow from Queen and Captain & Tennille: We're in love with our cars and love will keep us together. What? With the way I started this column you thought it would end on a less schlocky note?

When I first started this magazine it was called *Canadian Hot Rods & Classics* but coverage of classic cars and bone stock muscle cars was always a bit of an afterthought and very quickly faded into the background. By 2008 we had dropped "Classics" from the title though for a year or so we still had a semi-regular featured called *The Bone Stock Parking Lot*. Not providing coverage for that part of the hobby...a part that I was still personally very passionate about.....always gnawed at me. Well, no more. In December I'm launching a new title called *Bone Stock...For Classic Auto and Muscle Car Enthusiasts*. That's a working cover at right though I expect to make a few minor changes before we actually launch.

The term "bone stock" means a strictly stock or unmodified vehicle but we won't be quite so stingy about that. After-market wheels or items that would have been commonly added to the car shortly after it was bought "back in the day" will be allowed and we aren't going to get bent out of shape about safety upgrades such as seat belts, radial tires or front disc brakes. That said, if you have a 1969 Camaro with a stock interior and body but bolted on 17" rims and discarded the carb for a modern EFI upgrade, your car is fodder for *Canadian Hot Rods*, not *Bone Stock*.

As for a year cutoff, we'll consider any classic North American car built from 1932 to the early 1980s but it's likely the bulk of our features will be cars built from 1950 to 1978 and they'll be a bit of a bias towards muscle cars. (Again, a term with somewhat pliable applications)

The magazine will be available in both printed (\$8+tax) and digital format (\$3.75+tax) but the printed copy will be available only by ordering via our office (1-888-753-2111) or by purchase at shows or a few special retail locations we'll let you know about next issue.

I'm planning to publish a minimum four issues a year and if we get really good response we'll be looking into retail distribution and additional issues.

I hope you're as excited about this as I am and if you have a car you think we should feature in *Bone Stock* email a few pics and a description to info@canadianhotrods.com.





# babcoequip

a division of babco sales ltd.

Canada's leader in commercial automotive equipment sales for 20 years!

**[babco.ca](http://babco.ca) or call 800-661-5313 today!**

## Portable Mid-Rise Scissor



**\$2,115**



Includes  
Delivery to Many  
Locations!

## 4-Post Parking Lifts



from  
**\$2,695**



## Motorcycle Lift



**\$1,340**

## HD9 Series 4 models available



from  
**\$3,070**



## Compare the 2 Top Brands



**BendPak**  
Premium Home Garage Lifts

versus

**Direct-Lift**

visit [babco.ca](http://babco.ca) for report



TREAT THEM  
**BOTH**  
LIKE THEY'RE  
THE ONLY  
**ONE**



Model HD9ST shown

**[babcotools.ca](http://babcotools.ca)**

20,000 Items / 400 Brands

wholesale prices • guaranteed savings  
(usually around 30%)



**BendPak**  
PREMIUM HOME GARAGE LIFTS





## CHR MAILBAG

### GRASS ROOTS HOT RODDING

As a recently new reader to your great Canadian car magazine, I find some of the articles are written by people who are actively involved in the auto trade. Nothing wrong there, but what about the back yard mechanic who would like to put together a '32 Ford 3-window coupe, from the advertisers in your mag? It would list the suppliers, methods the builder would use to put the car together, no fancy tools or machines, just his/her tool box and how many friends it took to assemble the car. Photos would show how it was done, the mistakes they made, etc. Seeing a professional do it is one thing, but watching the guy down the street build his or her own set of wheels would be helpful.

*Frank Lowe  
via email*

### CHR SATELLITE NEEDS SOME LAND SPEED MODIFICATIONS

I read with interest last issue's Blowin' Smoke column concerning the "old fast being the new slow". I'm not a university grad but I know from experience that the ego is a liar and the ID is not in touch with reality.

The idea that your car is no longer acceptable in its current configuration is just your hot rodder's ego playing with your head...and your wallet.

The Satellites and GTX's of that era were nice looking cars, but they lack at least two things that the other two cars you mention in the article have; electronic or computerized engine management and aerodynamics.

Yes, you could add different gears, an overdrive would give your more of a top end and more brute horsepower

would help, but in the long run a top ender needs aero. Right now you are trying to push a lot of air with the front of that car. (It probably has the same coefficient of drag as the side of a barn.)

My suggestion would be to drop the baby into the weeds and try blocking areas of the grill that serve to let the air pile up in the front. Naturally you don't want to block your rad, but any air that's not going through the rad is slowing you down. Adding a small splitter under the front bumper will help direct the air around the car instead of under it, but you don't need an aluminum wing on the back. It's not a "tuner".

Add a rollerized valve train, a stroker kit and direct port injection to bring the engine up to date and you should be flyin'. If you really need more power...go with twin turbos and keep it all under the hood.

Speaking of hoods... If you must keep the one you have, block part of it off or turn it around to make a cowl induction. Think aero.

*Barry Barker  
via email*

### ELECTRIC ADVICE

After reading the June/July issue, article of the electrical problems with Project Ford Country. I could relate. As an electrical tech, I know it should be; crimp, solder, then heat shrink. But sometimes we are in a rush with the adrenalin flowing, only a few more connections and we can fire it up. We take a shortcut telling ourselves we will come back to it later and do it right. Let's just see if it works. And it works so we say to ourselves, it worked it will be OK for now. Anyway, I thought I should

bring your attention to a website full of excellent info and products on automotive wiring. It's madelectrical.com

Let me say, I am in no way affiliated with, nor do I receive compensation of any kind from Mad Electrical. I am just a guy who is thankful someone pointed them out to me.

Anyone thinking of, or in the middle of, doing any electrical work on an automobile, or is looking for a fix to previous work done, should read the articles on this website.

I even bought some of his products. I got to his website in a round about way, but I am glad I found it. His company seems small but his knowledge of auto electrical is large.

I doesn't matter to me if you tell anyone about this, but even if you yourself (or whoever is building Ford Country) would have known just a small portion of the info on this website, you may have saved a headache or two. But then you can't go wrong letting Hitman Hotrods have a look at it either.

Just my 2 cents — rounded up to a nickel of course.

*Dale  
via email*

### FIRST PERSON ACCOUNT OF RIDLER BUILD PHENOMENAL

I read the article on the Ridler-winning Revision in Volume 10, Issue 2 penned by the builder JF Launier. Thanks for putting this in your mag, and thanks to JF for bringing true reality to the world stage. What an amazing accomplishment and an amazing car. To read about the build up of this car with similar trials and tribulations that so many of us experience, makes the Ridler win that much more special. I'm sure it will boost JF's business as hoped. Can't wait to see what comes out of his shop next.

*Chris Nemeth  
Waterford, ON*

Thoughts,  
comments,  
opinions,  
suggestions?

Email your  
letters to  
info@canadianhotrods.com



Making Rodding and Racing  
Safe, Fun and Affordable  
for Over 62 Years!

SINCE 1952



America's Oldest Speed Shop®



### Performance Spindle

910-35000

- Fits '67-'69 Camaro, '68-'72 Nova, '64-'72 Chevelle
- One-piece forged steel construction
- Provides 2-inch dropped ride height
- Upper ball joint raised and relocated to provide added negative camber gain
- Improved alignment adjustability
- Utilizes OEM bolt-on steering arms
- Works with OEM and aftermarket disc brake kits



**FORGED!**

**\$279<sup>99</sup> /PR**

New



Complete **BOLT-IN** front frame assembly replaces stock subframe!

'62-'65 Chevy II 350-001  
'66-'67 Chevy II 350-002



### Front Suspension Kit for '62-'67 Chevy II

- Clean-sheet IFS design engineered for optimum handling and vastly improved ride and control
- Forged G-Comp spindles lower ride height and provide ideal negative camber gain
- Rack-and-pinion steering and 11-inch disc brakes
- Kit includes front frame assembly, firewall support tubes, tubular control arms, spindles, AFCO coil-over shocks, sway bar, steering rack and disc brake assembly

**Starting At \$3999<sup>99</sup> /KIT**

### Direct Fit Aluminum Radiator for Camaro, Nova and Chevelle



Plain, Polished or Black Finish

**From \$569<sup>99</sup> /EA**



### Aluminum Master Cylinder

- Lightweight, unpolished aluminum GM-style master cylinder
- Optional stainless steel sleeve
- 1" bore
- 3/4" - 24 IFF outlets on both sides
- Can be used with manual or power brakes



Without stainless sleeve 84<sup>99</sup> ea 910-31422  
With **STAINLESS** sleeve \$99<sup>99</sup> ea 910-31428



**From \$84<sup>99</sup> /EA**

### S/B Chevy Clipster Headers



- For '64-'87 A, F and G-body GM cars
- 1 1/2" primaries and 3" collectors
- OK for most angle plug heads

**Starting At \$164<sup>99</sup> /PR**

**Now Serving Canada... with faster and cheaper shipping!**



- Fully landed cost at checkout
- Canada Post delivery for standard freight
- Great Speedway selection and service!

Please Use Source Code  
**6885**

**FREE CATALOGUE!**

Call now to get your copy!



**855.313.9182**

Extended Hours: 7am-10pm CST • 7 Days a Week

Visit [SpeedwayMotors.com/CHR](http://SpeedwayMotors.com/CHR) for a complete listing of all items available!

Connect with us for Info, News & Contests!



Some items legal in California only for racing vehicles which may never be used upon a highway. Prices F.O.B. Lincoln, Nebraska. WE RESERVE THE RIGHT TO LIMIT QUANTITIES ON ANY PRODUCT. Not responsible for typographical errors. Brake installation alert: The selection and installation of brake components should only be done by personnel experienced in the proper installation and operation of braking systems. The installer must use his/her own discretion to determine the suitability of all brake components and brake kits for every particular application. ©Speedway Motors, Inc. 2014



# SKETCHPAD

by Daryle Sorenson



I was cruising 'Used Victoria on the web one night when I came upon a 1965 Chevy Suburban for \$4,500.

The gears in my gearhead brain started to turn and I thought it would make a great surf wagon. So here is what I came up with. I started by stretching the doors,

shrinking the rear windows, shaving the body and adding the custom woody trim. I would two tone the body in a custom orange and silver combo.

Under the hood would be a 6.2L LSA GM crate engine with 556hp attached to a Tremec T56 Magnum transmission with a Ford 9" out back. The wheels





*Sorenson* **TUNED**

would be Billet Specialties Bonneville – G (18x8 up front and 18x 10 out back) and for stopping power all four corners would have Baer 14” rotors with 6-piston calipers. The interior would have a set of 1965 Impala bucket seats covered in tan leather and woven inserts. A custom wood headliner and console would finish it

off. I'd go with a 1958 Impala steering wheel.  
So lets grab some boards and go surfing.

# Surf's Up!







I was sitting with the ELTA bunch (East London Timing Association) in the basement of the Detroit Autorama last March when a gentleman from Ontario who was sitting with us asked me if I was interested in seeing his collection of colour slides from hot rod shows he attended back in the 1970s.

Of course I was and the next day he brought two 9x12 envelopes full of slides. One was marked Winnipeg/St. Paul, the other was marked Drag Cars. When I returned home I didn't have anything to scan slides so the envelopes were put aside and a pile started to grow on top of them. I kept reminding myself to buy a slide scanner so I could look at the slides but months past before I finally decided to go online and order a negative/slide scanner. By that time I'd forgotten the name of the gentleman who gave me the slides. Sorry sir but at least I finally got around to scanning the slides and there was some cool stuff. You're seeing some of it on this page and page 14. I'm not sure what years or exactly what events the pics are from but some are from an NSRA event in St. Paul, MN and others are from a show in Winnipeg.

I know that the Manitoba Street Rod Association hosted the Canadian Street Rod Nationals in 1974 and that St. Paul, MN was home to the NSRA Nationals the same year so maybe it's 1974 but I scanned at least one photo of a car that had a 1977 license plate so I think it's safer to say these photo could have been taken any time in the 1970s.

I've scores of others and haven't even started with the Drag Cars envelope yet. I'll post more to the [Canadian Hot Rods Facebook](#) page in the coming months so check out that page for updates. Of course, we'll also publish more in future magazines so don't miss any issues.





# EVANS™ WATERLESS ENGINE COOLANTS

**HIGH PERFORMANCE COOLANT**  
**HEAVY DUTY COOLANT**  
**POWERSPORTS COOLANT**



PROTECT AGAINST BOIL OVER  
 PREVENT CORROSION & ELECTROLYSIS  
 STABILIZE ENGINE TEMPERATURE  
 PERMANENT COOLING PROTECTION

Distributed in Canada By

**POMAR**

HARDWARE & SUPPLY INC.

**800-730-0813**

**www.PomarHardware.com**



# HORTON

WWW.HORTON.ON.CA

Visit our showroom!  
 #1-150 Nipissing Rd.  
 Milton, ON

*Hot Rod Parts*



Call us!

905.876.2124

1.888.876.2124

We represent over 100 of your favourite hot rod suppliers!  
 Contact us for a *free* catalogue or download a copy online!



*It's Our Duty to Your Car! since 1978*



info@gcocltd.ca

## ALBERTA

\*FAIRVIEW  
 \*LLOYDMINSTER  
 \*SPRUCE GROVE  
 \*LETHBRIDGE  
**BC**  
 \*CAMPBELL RIVER  
 \*COURTENAY  
 \*DAWSON CREEK  
 \*DUNCAN  
 \*NANAIMO  
 \*NANAIMO NORTH  
 \*PARKSVILLE  
 \*VICTORIA  
 \*ABBOTSFORD  
 \*CLEARBROOK  
 \*CHILLIWACK  
 \*COQUITLAM  
 \*LANGLEY  
 \*LANGFORD  
 \*SARDIS  
 \*SURREY  
 \*PENTICTON  
 \*WEST BANK

\*FORT ST. JOHN  
 \*KAMLOOPS (SUMMIT)  
 \*KAMLOOPS (LANDSDOWN)  
 \*KELOWNA, BC  
 \*PRINCE GEORGE (15TH)  
 \*PRINCE GEORGE (AUSTIN)  
 \*VERNON (27TH)  
 \*VERNON (ANDERSON)  
 \*CRANBROOK  
 \*CHETWYN  
 \*SALMON ARM  
 \*WINFIELD

## SASKATCHEWAN

\*KINDERSLEY  
 \*REGINA (ALBERT)  
 \*REGINA (QUANCE)  
 \*REGINA (ROCHDALE)  
 \*PRINCE ALBERT  
 \*SASKATOON (22ND)  
 \*SASKATOON (8TH)  
 \*SASKATOON (8TH & LOUISE)  
 \*SASKATOON (CENTRAL)  
 \*SASKATOON (NELSON)

\*SASKATOON (CIRCLE DR)  
 \*YORKTON  
 \*NORTH BATTLEFORD  
 \*ESTEVAN  
 \*MOOSE JAW

## MANITOBA

\*WINNIPEG (PEMBINA)  
 \*WINNIPEG (ST. MARYS)  
 \*WINNIPEG (ARCHIBALD)  
 \*WINNIPEG (PORTAGE)  
 \*BRANDON  
 \*STEINBACH  
 \*WINKLER

## ONTARIO

\*LEAMINGTON  
 \*THUNDER BAY  
 \*TORONTO  
 \*TRENTON  
 \*CONCORD  
 \*WALLACEBURG

www.greatcanadianoilchange.com for locations  
 A proud sponsor of World Vision Canada



Warranty Approved  
 Oil and Filters





Ah, the 1970s when 15" rims and 60 Series tires were king and a guy could get away with wearing plaid pants and two tone loafers. I'm more of a La-batts 50 T-shirt and jeans guy (find him on this page) but I still dig the 15" mags & wide tires. Of course, if you recognize any of these cars email [info@canadianhotrods.com](mailto:info@canadianhotrods.com)





Fixing a classic  
is a ritual  
a rite of passage  
and a way of life.

You see potential  
in rusted metal and greasy parts.  
You see treasure in junkyards  
and the only computer you need is your brain.  
Time with dad isn't a drag  
and the best sound you ever heard  
is finally getting the darn thing started.

You're not just fixing a car  
you're keeping something great alive.

**BECAUSE LIFE'S BETTER  
IN A CLASSIC.**



**HAGERTY®**

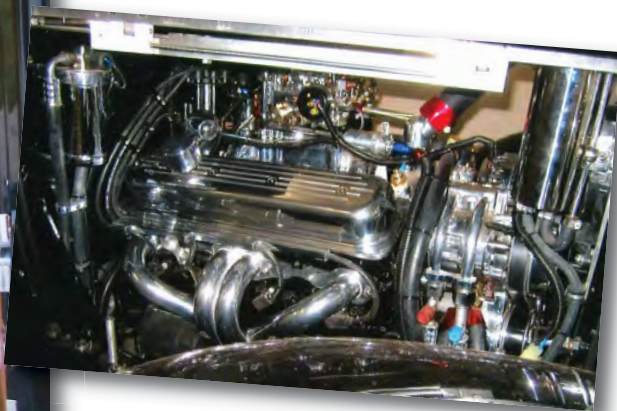
877-922-4037 | HAGERTY.CA | LOCAL BROKER

Classic Car Insurance • Valuation Tools • Roadside Service

We believe life's better in a classic. That's why we offer better insurance coverage built especially for classics and claims handled by classic car experts, at rates up to 45%\* lower than everyday insurance.

\*Figure based upon 2013 consumer data collected by Hagerty on single car quotes, with premiums \$5000 and under, from several standard (or "everyday") auto insurance carriers.





## Sweet Deuce Coupe

Phil Jensen's BC-based 1932 Ford 3-window coupe rolls on staggered Billet Specialties Rival wheels (17" out back, 15" up front) while the Deuce has a TCI foundation with 4" dropped front axle while out back is a Currie 9" (3.73 gears) rear end. Four wheel disc brakes bring it to a halt. A GM 350/330 crate engine is bolted to a Tremec 5-speed manual transmission. The interior is custom as is the 2.5" exhaust system.







Taillights are modified '96 Cadillac items.



## Bush-rescued 1937 Ford “Humpback” goes under the knife

Bill Sitar's 1937 Ford was completed in the fall of 2013 and started out as a Tudor “Humpback” sedan that was left to rot for 30 years in the bush north of Cornwall, ON. Numerous modifications include tubbed rear fenders, 3” roof chop with 2” side chop. He also removed the B pillars to make it a hard top. The C pillars were moved ahead 6” as well. Further custom touches include hidden hinges, shaved door handles, rocker panels and Frenched licence plate. The two-piece front and rear glass pieces were V-Butt together and the cowl vent was removed. The body work and paint were done

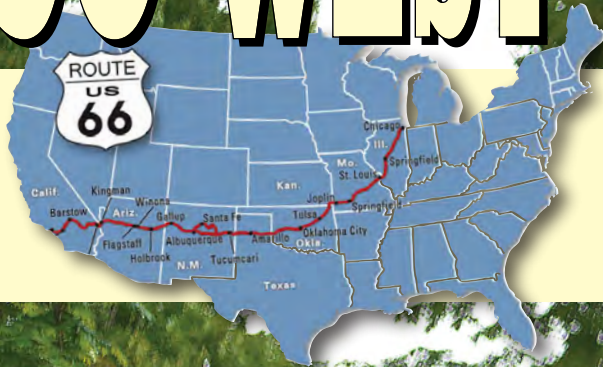
in the owner's garage.

Luxury accessories include power remote side-opening trunk, power windows, doors and hood. The 2005 Toyota Camry bucket seats are heated and a Vintage Air system keeps the cabin temperatures under control. The car also has power steering and power brakes.

Sitar boxed the stock chassis and installed a custom independent coil front end with tubular A-arms, disc brakes, parallel rear leaf springs, 9” Ford rear-end. Power comes from a rebuilt '80s era GM TPI 350 bolted to a 700R4 transmission.



# GO WEST HANDYMAN



Photos by Rick Kowalczykowski/Story by Terry Denomme

**B**ob and Donna Purdy wanted to drive to California on Route 66 and the only thing stopping them was the right car to do it in. Little did they know it would be in a car that already knew the way.







Donna Purdy took this photo at the Santa Monica Pier which is the official end of Route 66 that begins in Chicago, IL and ends in Santa Monica, CA.







If you love cars you love road trips and Bob and Donna Purdy certainly love both. Fittingly, they live in Oshawa, ON, otherwise known as Motor City, headquarters to GM Canada and have owned street rods for years, including a 1946 Ford Tudor that was a loyal road trip companion for many years.

In 2009 they decided they would one day travel to California in a hot rod and there was no doubt the pilgrimage would include travelling the iconic Route 66.

Officially opened in 1926, Route 66 highway begins in Chicago, Illinois then winds its way through Missouri, Kansas, Oklahoma, Texas, New Mexico, and Arizona before ending up at the Pacific Ocean in Santa Monica, California. While the advent of newer interstate highways meant that by 1985 Route 66 was officially removed from the US Highway System, the romance of Main Street America continues to attract nostalgic road trippers. What remains of this legendary artery has been designated a National Scenic Byway now called Historic Route 66. It's on many hot rodder bucket lists because what better way is there to travel to the Mecca of Hot Rodding (California) then on a highway made legendary when many of the cars we now lovingly restore were brand new.

The Purdy's had only one reservation about their road

trip: The '46 Ford Tudor wasn't the most roomy car to take on a 3,000+ mile journey. "My wife wants to take half the house with us on some trips," jokes Purdy. "I told her if whatever she wants to take doesn't fit in the trunk we're not taking it." To which Donna answered, "If you put two cans of pop and a suitcase in the trunk of the '46 it was full."

Years earlier, Bob suggested he might like to purchase an old wagon but Donna had suggested it would be a bit too dowdy for a couple their age. But when Bob found this '54 Chevrolet 210 Handyman wagon on Kijiji in November of 2009 it seemed it was a case of serendipity.

"My first thought was 'Boy, I've never seen one of those'" says Bob. "The next thought was my grandfather had a '54 Chevy sedan when I was a kid and I had many fond memories of my dad borrowing it and driving with my grandfather." His final thought was that a wagon was the perfect vehicle for a long road trip and this time Donna agreed. When they went to look at the car they discovered it had originally come from California and it seemed like fate was not just knocking on their door but busting it down with a 6-cylinder, 3-on-the-tree Chevy.

"Seems it had only been in Canada for about three or four months," says Bob. "But before it came to Canada it





At far left, the wagon shortly after they brought it home. Donna loves to get her hands dirty and was instrumental in helping during the build process.



had spent six months in Omaha, Nebraska. Its entire life before those nine months had been spent in California.

Seems it was destined to go back home, but not before a complete makeover. "It was a running car and we drove it home the night we bought it," says Bob. "I got up the next morning and drove it about 10 miles then turned around and drove it home. By the end of that day I had the motor and transmission out of it."

Over the next two years Bob, Donna and friends would turn this Handyman into not just a reliable hot rod, but into a show winning hot rod that draws crowds wherever it goes.

For starters the suspension system needed some upgrades and Purdy decided to go with Mustang II front crossmember with 2" drop spindles and tubular control arms (upper and lower) which were installed by Grant Schwartz out of Breslau, ON. Out back a Chevy 10-bolt rear end with 2.73 gears with stock drum brakes was hung from a Chassis Engineering leaf spring kit. Purdy installed sway bars both front and back. For stopping power 11" rotors are up front and a frame-mounted Corvette master cylinder with an 8" booster feeds fluid. The wheels are US Mags 15x7 both front and back. "I found them at a swap meet in Florida during the winter and had them

shipped home," says Purdy. "I didn't even know if they would fit but they were a good deal. I ended up having to have .25" machined off the back hubs of the rear wheels to make them fit. Very expensive but in the end I was happy with how they fit and look." Tires are Vogue Gold Stripe whitewalls (205/70/15 front, 235/70/15 rear).

A life lived in California meant the car was pretty solid but it was still a 55-year-old vehicle in 2009 and that meant there were some rust issues to take care of. For starters, though they might not have needed it, all the floor pans were cut out and replaced. "It might have been me being too fussy," says Purdy. The dog legs on both quarters were replaced and there was some work to do on the bottoms of both rocker panels. The work was done by Dean Dillon and crew at Professional Collision Clinic in Oshawa. It was Donna who chose the paint colour when, during a golf game in Florida, she noticed a light yellow Dodge compact drive by and thought it would be a good colour for the wagon. The painter thought otherwise. He wanted two-tone red and didn't hold back about his opinion of the Mopar yellow. "He told me I wouldn't be happy with it but that he would do it," says Purdy. "I saw him at a car show just after he painted it and he said 'you know we painted your car and it looks terrible, I'm not kidding, it's awful.'"





The next day Purdy went down to the shop and admits that it was difficult to be sure if he really liked the colour. "When it's sitting in the bodyshop without any chrome or trim on it, it's hard to tell," he says. The painter suggested it might grow on him and after it had a few more coats of paint and three or four coats of clear it did start looking better. "The more stuff we put on it, the better it looked and it came around good."

When it came to the interior Purdy picked out and purchased the hides himself and as they did on the '46 Ford were going to handle the upholstery work themselves. But then they talked to Peter Giampa at Tack Upholstery. "Peter told me he could do it in two weeks and he was true to his word," says Purdy, who installed the custom colour matched headliner himself. He also swapped out the stock gauge bezel for a custom piece and hinged the radio delete plate and hid a stereo behind it. All the stock heater controls and system were refurbished and reinstalled which means the car was sans A/C, something many friends told him he'd regret.

The project was completed in December of 2011 and by September 2012 the Purdys and their Handyman wagon were ready for some California Dreaming. "We went to Frankenmuth Auto Fest (Frankenmuth, MI) and left for California from there." In total the Purdys spent 21 days on the road in their wagon and travelled more than 8,500 kilometers without any mechanical issues. "We slammed the front passenger door and cracked the glass during one of our overnight stays," says Purdy. "That was the only problem we had." As for the lack of A/C, despite temperatures that ranged from 75-110F during the trip, they didn't

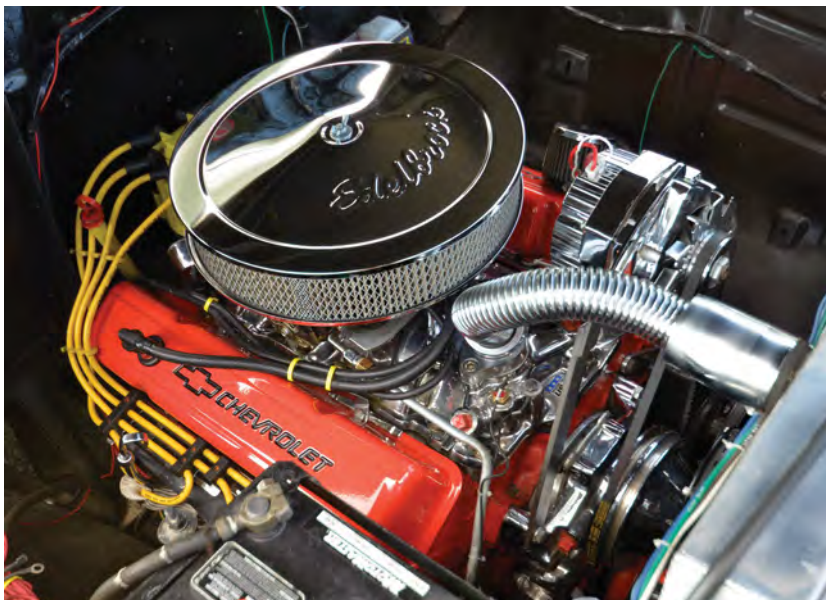
miss it. They also got lucky in the weather department, experiencing rain only once during the trip.

The wagon hasn't been babied yet and likely never will be. The Purdys also drove it to the Atlantic Nationals in Moncton, NB this past July, a 3,000+km round trip. That's where we saw it and out of 1,800+ cars we picked it as the Canadian Hot Rods sponsored trophy winner. It's also picked up awards at other shows, including Oshawa's Autofest. Pretty good for a car that was in large part assembled and built by Bob and Donna in their 2-car garage. The paint, bodywork and upholstery was handled by professionals and the Mustang II front end was welded in by a professional but the rest of the assembly, installation and detailing was performed by the couple. "Donna and I installed the engine — a rebuilt 1981 Camaro Z/28 350 — and transmission and I did all the wiring myself," adds Purdy, who rebuilt the engine in his garage.

The Purdy's may not have their next big trip planned but one thing they know for sure, wherever and whenever that trip happens, the trusty Chevy Handyman will be up to the task.







## PARTS LIST

**Owner:** Bob & Donna Purdy, Oshawa, ON  
**Year/Make/Model:** 1954 Chevy Wagon  
**Builder:** Owner & friends

### BODY MODIFICATIONS

All floor panels replaced with NOS pieces, rear quarter panel dog legs replaced with new metal. Minor rust repairs to bottom of rockers. Rest of the sheet metal is original. Custom touches include the gas filler neck removed and a flush-fit gas door fabricated on driver's side quarterpanel. Rear door handles shaved and the body line straightened. Paint is a waterborne Chrysler Light Truck Pale Yellow lightened two shades. All bodywork and paint performed at Professional Collision Clinic in Oshawa, ON. All chrome, including bumpers and multi-piece grille, redone.

### CHASSIS & SUSPENSION

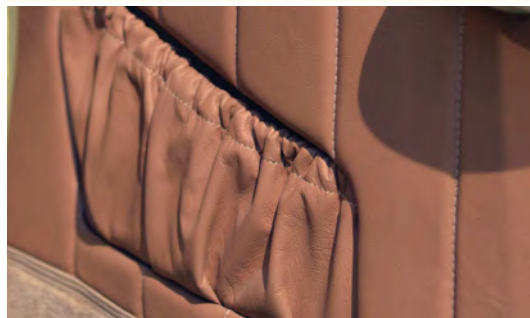
Stock frame with a Heidts Mustang II crossmember up front with coils, tubular A-arms and 2" drop spindles. Rear suspension is parallel leaf spring suspension with Chassis Engineering spring kit with new spring shackles back and front. 10-bolt Chevy rear end with stock axles and 2.73:1 gear ratio. Front disc brakes (11" rotors) rear drum brakes. Frame mounted Corvette dual master cylinder with 8" power booster. US Mags 15x7 wheels all around with Vogue Gold Stripe white wall tires. Car has stock GM power steering.

### ENGINE & TRANSMISSION

A 350ci small block pulled out of a 1981 Z/28 Camaro. Rebuild includes new bearings, rings, with stock pistons, rods and crank. Heads are stock rebuilt pieces. Cam is a mild Competition Cams hydraulic lifter piece. Intake is chromed aluminum Edelbrock Performer with an Edelbrock Performer 600cfm carburetor. Stock 5-qt oil pan. Chrome Allstar Performance water pump with extra blade impeller. Stock exhaust manifolds. Custom 2" dual exhaust with Walker mufflers and an aftermarket catalytic converter (necessary to pass emission laws in the area). Edelbrock 14" chrome air cleaner, aftermarket aluminum timing cover with GM "extra tall" custom valve covers painted engine colour. GM HEI distributor with Crossfire distributor cap and Taylor 8mm plug wires. A/C Delco spark plugs. Transmission is a GM Turbo 350 with Lokar shift linkages installed at Whitby Transmission with custom Walton Fabrications transmission mount. Enos Custom Components fuse box and wiring kit.

### INTERIOR

Stock front and rear bench seat reupholstered with medium tan leather upholstery. Front bench seat is on a 1991 Chevy adjuster base. Stock door panels upholstered in medium tan leather with pocket inserts made and installed. Custom headliner colour-matched to interior. California Performance Products custom chrome 33" steering column with column shifter handle. Aftermarket 14" woodgrain steering wheel. Stock dash with stock 2-gauge cluster altered to accept a custom bezel piece fitted with Dolphin white face gauges (fuel, water temp, voltage, speedometer, oil pressure). Owner fabricated hinged radio delete plate behind which is a AM/FM/CD unit with remote control. Stocker heater/defrost controls and system.







## ATLANTIC NATIONALS

July 10-13, 2014

Moncton's Dennis Hanson built his '55 Chevy gasser which we'll feature in our Feb/March issue which will concentrate on Gasser style cars.

**E**very car guy has a road trip bucket list and if you're a Canadian gearhead with a patriotic travel bug the Atlantic Nationals in Moncton, NB should be on that list. **TEXT & PHOTOS BY TERRY DENOMME**

Since 2007 Canadian Hot Rods has attended the event five times and we come away impressed every trip. The Greater Moncton Street Rods and friends put on a great show and the venues — downtown Main Street and Centennial Park — are outstanding. Oh yeah — there are usually close to 2,000 hot rods, customs and muscle cars to ogle every year. (Actually, this year there were 1,831 cars registered.)

Show partners include Canadian Tire, Mothers Polishes, Hagerty Classic Car Insurance and Gary Steeves Insurance which combined with many other sponsors mean this show has the richest prize pool of any Canadian hot rod show. (See [www.atlanticnationals.com](http://www.atlanticnationals.com) for a more com-

plete list of sponsors and prizes).

Always the second weekend of July, the Atlantic Nationals officially begins mid-week but the big events take place on Friday, Saturday and Sunday.

On Friday the downtown Main Street show begins at 8 am and usually the festivities are still going strong at 10 pm. The space is limited for the Friday show so if you're not in the holding parking lot by 8 am expect to have difficulty finding parking downtown.

Saturday and Sunday the show moves to Centennial Park and its water parks, duck pond and acres of grass and tree-covered parking areas. In the vendor area you could meet

celebrity gearheads such as Powerblock TV's Courtney Hansen, custom car icon Gene Winfield and Rick & Kelly Dale of American Restorations. Of course, Sunday is the big award and prize ceremony where this year the Grand Prize vehicle giveaway was not a turn-key hot rod as it's been the last few years, but a brand new 2014 Chevy Silverado. Ron and Annonica Arsenault won the pickup.

The real stars of the show are the cars and over the next few pages you'll see some that stood out for us. For more coverage check out our Canadian Hot Rods Facebook page and click on the photos button.







No shortage of wicked Camaros at the show, including these standouts, including from the top this former Drag Week Champion (2007) 1967 Camaro. Originally owned by American Denny Terzich and built by Steve Roth Race Cars now has a Canadian owner and lives in New Brunswick. The car has a 580ci BBC with a Pro Charger F3 supercharger. This street legal car ran sub-8s in the 1/4 mile back in '07. At left, is Bob & Lana Cooke's 572ci Chevy-powered '69 Camaro out of Hillsborough, NB and below is another 572ci-powered '69 owned by Barry & Luke Yeadon out of Halifax, NS.







Joe and Michelle Hardy's 1941 Willys with in-your-face blown BBC in full splendour. Car is out of Fredricton, NB.



Tom Brown's (Sicklerville, NS) gorgeous '39 Chevy Sedan Delivery.



Greg Vallis '38 Chevy p/u was out of Mt. Uniacke, NS.



Burney Grimes's (Balmoral, NB) 1930 Model A roadster is a real steel car with a 354ci Hemi (1957 vintage) with rare Weiland 8x2 intake topped with Stromberg 97 carbs. Everthing was right about this car.





You get all flavours of muscle car at the Nats, from the 70s Street Machine vibe of the Nova and Mustang pictured above, to the resto-mod vibe of Barry Barnett's 1965 Chevelle out of Middle Sackville, NS and the silver and black '67 Corvette. Joe Savoie's 1971 Chevy Chevelle received the Pro Touring look as did Todd Morrison's 1964 Corvette (Bathurst, NB) at the bottom of the page which besides a serious wheel and tire upgrade also sports a '67 Corvette big block hood.









## STREET ROD CENTRAL

Street Rods are still going strong and there were hundreds and hundreds to choose from but the cars on these two pages are some of my favourites.







The long roof crowd was well represented at the Atlantic Nats as can be seen by the wagons (and one Sedan Delivery) on this page.







Custom car icon Gene Winfield gave us the thumbs up as he was chauffeured around the show. For years he's attended teaching metal workshops and this year was assisting on Trent Steeve's '49 Plymouth (left) which is a clone of the outrageous and iconic Ramchargers High and Mighty drag car the Ramchargers crew raced up to 1960.



905-242-6150



## WE CHROME:

Metal, Foam, Glass,  
Wood, Plastic, Fabric  
*Almost Anything!*

- Unlimited colours
- Chrome-like finish

# Spray Chrome Toronto

torontospraychrome.com





## PICKUP PARKING

Ok, there are a couple of vans on this page too but like pickups they were once work vehicles that somebody decided to resurrect and turn into something cool to cruise in.







Loved this "compact" rat rod which appears to be a 1934 Ford pickup cab and grille. Didn't get the owners name but it looked like a blast to drive.



Chad Hiltz of Canning, NS usually debuts one of his cool, radical custom creations at the Nats and this year was no different. Below is what started life as a 1962 Chrysler Windsor.





## MODEL A MAKEOVER

In the early '90s Marty Mayer bought a clapped out Model A pickup.....it only took him 20 years to start working on it



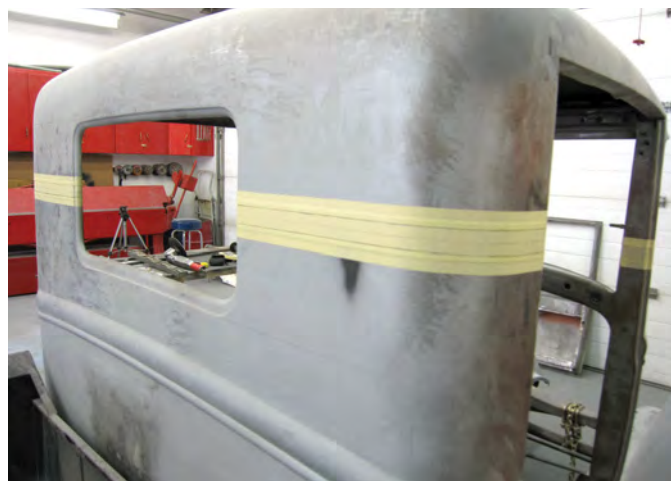
### PART 5: Lid lowering

By Marty Mayer

Using a lot of light wall 1/2" X 1/2" square tube I braced what will become the lower and upper sections separately so the cab wouldn't just collapse once cut apart. Make sure to triangulate it as that will give you the dimensional stability.

Through the last number of months I have been discussing the process of transforming my 1930 Model A truck from a roughed up and neglected old '70s hot rod to what will eventually be a very high quality modern day hot rod. In past articles we have shown the importance of setting up the chassis level and square to begin work, fitting up the fenders and box and then taking the cab completely apart and removing all of the wood structure. I also showed fitting the skin back together and roughly hanging the doors followed by modifying and installing a set of hidden hinges as suicide hinges. You could certainly contact Terry at *Canadian Hot Rods* to order past issues if you want to catch up and follow along.

As I have mentioned in the past, the A cabs, and many other cars of that era, had a wood structure and a sheet metal skin. This type of structure was loose and flexible to say the least. In its current state with the wood removed this cab is little more than a sheet metal skin with hidden suicide door hinges fitted in. My big plan for the cab was to fill the roof and smooth it out a bit by removing the cupboard hinges, flush fit the doors and get rid of the factory carriage bolts that went through the back of the cab to hold the skin tight. I never had any plans to chop it because I really like the way it looks at its factory roof height and the cab is already very small so taking



The first thing I did was decide where and how much I wanted to chop the cab. I decided on 2.5". I expand on why on page 37. Once that was decided the easiest way to mark out an even amount was to use masking tape. Consider any body lines or windows. On the back I went right through the middle of the rear window and on the front posts I went below the pins that the windshield sliders run on when the windshield opens.

down the roof just makes it even harder to fit yourself inside. At this point it needs to have a steel structure fitted





# GRAVEYARD

CUSTOMS & RESTORATIONS



graveyardrest  
graveyard@live.ca




into it and normally that is what I would be doing next had I not caved to the relentless insistence by a buddy that I chop it. The idea started to grow on me. On an impulse one morning I chopped the roof off and I have to admit it looks pretty cool. There is probably not a simpler vehicle to chop but don't let that fool you, you still must adhere to the basic rules of craftsmanship.



Once the cab was all marked out I cut it using a 5" razor thin "zip disc" on a Makita grinder, the boxed sections were cut by hand with a hack saw. It is crucial that you mark it out with precision and cut exactly as marked because these will later be your weld gaps. Precise layout and cutting is crucial so practice on some junk if it's your first time. Below, lift off the top and set it someplace safe where no one will accidentally use it as a trampoline.






**hotnightshotrods.com**

The source for all your  
**Muscle Cars, Hot Rods,  
 Trucks & Classics**  
**(519) 927-0100**

---


Authorized Dealer for  
**Goldenleaf/Dynacorn**



**Golden Leaf Automotive**  
 Muscle Car Parts & Molding

**Dynacorn**  
 Tanker Truck Parts & Molding  
*The muscle car people*

Dealer for: Ecklers, LMC, Flaming River,  
 Classic Industries, Currie Enterprises,  
 American Autowire and many more.

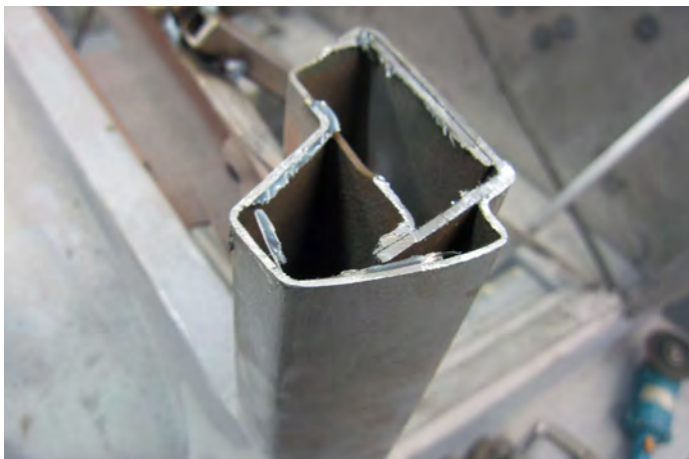


16524  
 Hurontario St.  
 Caledon, ON





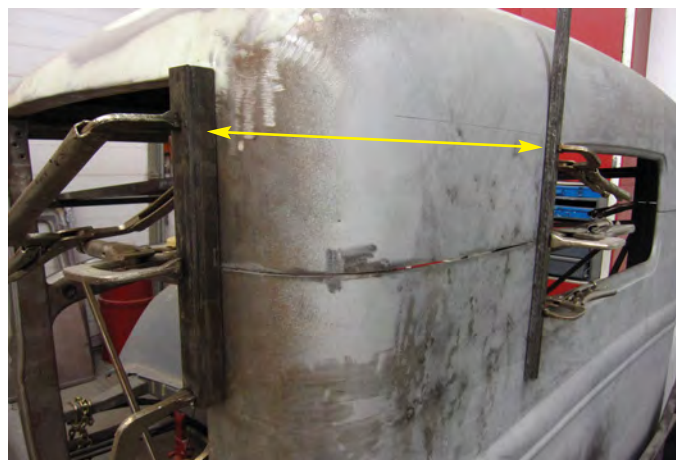
The doors were also marked out for the chop, but only one cut was made and the top of them removed. We then rehung the doors to make sure the body lines still lined up and just set the top back on for a good hard look and some measuring. All of the cross bracing was left in place and will remain until the chop is completed. I've seen a lot of chopped Model As and knew I didn't want some crazy 6" chop. I thought around 2" or 3" and settled on 2 1/2". The biggest usability difference between a Model A car and a Model A truck is that in a car you can chop more out of the lid and move the seat back to still have comfortable seating. In a truck you have nowhere to go. If you chop it too far you'll have your ears between your knees to drive the truck. The crazy chops look cool but render the car useless.



The windshield post is not just a simple tube, there is some additional structure inside of it. So, at right, this is the way that I cut open the post to expose the inner structure so all of the layers could be fully welded back together to make sure that the strength of the post was not compromised.



Shown at left is the completed windshield post. What I used to cap it was part of the piece that had been chopped out to lower the roof. You can see traces of the welds (yellow arrow) and I prefer this to filing and grinding it to what appears to be perfect when in fact you may have ground and filed it so thin that you could use the remaining metal for tin foil to wrap a sandwich. Make sure not to over grind and try and make things look somehow "perfect". You need to keep as much of the metal's gauge thickness as possible.



While fitting and welding it is extremely easy to end up with things not as straight as they should be. As you can see I very tightly clamped chunks of square tube, yellow arrow, up against the edges to make sure that it all stayed very true.





I started tacking the edges together at the window opening and door opening alternating back and forth toward the centre. Because the cab is wider at the top I knew I would end up with a bulge of excess metal. To get rid of the excess metal I cut up toward the top (yellow arrow) until the horizontal seam would all lay flat.

That in a nutshell is the basic chop however once it was completed all the cross bracing was removed and it went back to being a loose flexible cab that could be easily pushed out of square and for this reason the tops were not welded back on the doors yet. The hidden hinges and cab structure must be completed before the doors can be finished off. As mentioned previously this chop was not part of the original plan but instead an afterthought.

Remember to enjoy the process and the result.

On the topic of metal, not only am I into the ferrous and non ferrous type of metal products I am also very into the musical version of metal as well. Recently on a Saturday afternoon I ran into David Ellefson, bass player for and co-founder of Megadeth. He had been invited to Medicine Hat, AB to promote his book *My Life With Deth* and give some local kids a guitar lesson. Incredibly, he accepted the offer. He took a picture of my old Plymouth Cuda and I got one with him. The book is a good read.

Marty Mayer is a journeyman bodyman and welder with IBUILD M INC., A Hot Rod and Restoration shop located in Southern Alberta. Check out the shop website at [ibuildm.com](http://ibuildm.com). Smoke signal your body and paint questions to [mycarpublications@shaw.ca](mailto:mycarpublications@shaw.ca). Make sure to put Bodyman in the subject line. Out with the new, in with the old.





# TRUE AMERICAN BILLET™

## FOR YOUR CLASSIC CAR



**EXCEPTIONAL QUALITY  
AT AFFORDABLE PRICES**

### S.drive Serpentine Pulley Kits

One part number gives you everything

you need to accessorize your engine with American made billet aluminum and new, name brand components. Available for Small Block, Big Block, and LS Chevys, Ford Small Block 289-351W, Ford Cleveland 351, and Chrysler Hemi & Big Block engines



### Billet Hood Hinges

Available for: many Chevy, Ford, Mopar, and Pontiac Muscle Cars and Chevy & Ford Trucks

### Billet Trunk Hinges

Available for:  
Tri-Fives, Camaros, Chevelles, Impalas and Novas



### Hood Latch and Braces

Available for:  
Tri-Five Chevys

### Billet Aluminum Door Handles

Available for : Tri-Fives, Camaros, Chevelles, and Novas



**CALL OR VISIT  
OUR WEBSITE  
FOR A FREE  
CATALOG**



Call: 1-888-813-1293 ▶ Click: [www.EddieMotorsports.com](http://www.EddieMotorsports.com)

Visit: 11479 Sixth St., Rancho Cucamonga, CA 91730



[www.facebook.com/eddiemotorsports](http://www.facebook.com/eddiemotorsports)



# Super Bee

## ON STEROIDS



Photos by Dan Wells/Story by Terry Denomme and Dan Wells

John Thompson thought he bought himself a nice resto-mod '69 Super Bee but when he discovered otherwise he approached it by not just fixing the problems but by reinventing the car in a big way.











The taillights are custom units in a custom tail panel and the bumper is modified and tucked into the body. Exhaust bumper outlets are nifty custom additions. Side marker lights mimic the taillights

If a car could talk, what stories would it tell? Like a lot of muscle cars the story of this 1969 Dodge Coronet Super Bee probably started with a young owner who both likely cherished and abused it during the first few years of its life. Ma Mopar meant for the car to be thrashed on drag strips and hammered on during light-to-light combat. Early life might have been harsh but then maybe it became a family car which meant different indignities. Then came an accident that left it crippled and neglected for years before it found a new home and was restored. But the story didn't end there thanks to John Thompson of St. Albert, AB.

Thompson previously owned a 1969 Camaro and 1967 GTO, but neither car received the special treatment this Super Bee enjoyed. While he always liked the B-Body Mopars, Thompson wasn't looking for one when his son Mike discovered this car in Edmonton. The car had come up from the US and still had its original 440ci under the hood bolted to a 4-speed. It was painted black with black upholstery. It seemed like a good car that just needed a repaint so Thompson took it to Kevin at Redline Custom Auto-body. Shortly after, Kevin called with some bad news.

"He told me the car was toast," said Thompson. "It had 2.5" of plastic filler on the upper rear quarters, the frame

rails were bent, it had been hit hard in the rear." Thompson gave the go ahead for frame rail repairs and then started to think about what to do with the car after that.

Thompson has owned European super cars in the past and maybe that's partly why he decided to go the Pro

Touring route which resulted in a pile of discarded original equipment. "The stock, correct, numbers-matching restorations appeal to many, but not to me," said Thompson. "I'm old enough to remember these cars from when they were new and they drove like crap. The main thing they had going for them was beautiful design and I was one of those kids who would bike down to the dealerships and stand there drooling while looking at the new cars."

So, while his vision did include some body modifications, the primary difference would be under the car and under the hood.

"I was going for beauty and function, a moving work of art. It had to be drivable and reliable. I wanted to take all the modern technology and integrate it into a 45-year-old platform."

Coronets are unibody cars so the frame rails are integral pieces of the body and the crew at Redline went to work firming that up by boxing those and then fabricating 2x2 steel sub frame connectors. They ditched the







Mopar front torsion bar suspension and replaced it with a MagnumForce XRT tubular front suspension system which includes tubular A-arms with QA1 coil overs and allows for a rack and pinion setup to replace the stock steering box. Redline created 2.5" tube connectors from the firewall to the MagnumForce clip to help support the front end weight. Out back the parallel leaf spring suspension was ditched in favour of a custom 4-link/coil over setup and Wilwood 14" rotors and 6-piston calipers replaced the stock drum brakes on all four corners. The brakes are operated by a Hydro boost setup for even more reliability. The suspension setup was completed with Forgeline DE3P wheels custom built with F1 style centre lock hubs to eliminate the wheel studs. Out back the wheels are 20x12 with 18x10s up front and all are wrapped in BF Goodrich G-force tires.

When building something to handle like a super car you better make sure its bite is just as bad as its bark and with a Tony Billings-built 528ci Wedge motor under the hood this Super Bee will leave marks if you tangle with it. Based on a 440 Wedge block the bored and stroked 528 has all kinds of goodies, including Edelbrock Super Victor heads, Edelbrock Super Victor carbon fibre intake topped by a Holley Dominator (1050cfm) carburetor. In the beginning a Tremec TKO 600 5-speed manual transmission was mated to it but after a summer of use the 5-speed manual met its maker and was replaced with a 6-speed automatic. With the engine setback and suspension tune (weight distribution is about 51/49) the 3,700-pound Super Bee han-

dles impressively. "I've owned a Viper and this car handles every bit as good," says Thompson. "I took it out to Castrol Racway's road course and it was a lot of fun to drive." Long term plans include drag racing it as well maybe entering it in a few Goodguys Auto Cross events.

While the car was built to handle and perform, Thompson also wanted the car to be comfortable so the cabin of is exactly what you'd expect if you were stepping into a luxury super car. Leather, stitched by Gabe Lopez of Gabe's Street Rods & Custom Interiors in San Bernardino, CA, is everywhere, even on the custom built aluminum dash, and the seats, both front and back, are custom built, as are the door panels and custom console. Electronics include power windows, doors, trunk, hood, and seats. Gadgets include GPS navigation, back up camera, iPod/DVD and a Bluetooth system. Thompson is an audiophile so the sound system is top grade and includes Audison amps, speakers and subs and more than 200 pounds of Dynamat to sound proof the cabin.

"To build a single-purpose car is easy, but to build one that is all three ideals — that's my definition of a vintage modern super car," says Thompson of the completed project. "I've had new high-performance cars, but I really wanted something different. I don't want to pull up to a stop light beside a car the same as mine, in the same colour."

Pretty sure there is no danger of that situation ever occurring.











When the boys at Redline were through with the Super Bee the only remaining original sheet metal was the roof. The sheet metal was replaced with aftermarket stock pieces but there are many cool custom touches on the car, including a custom aluminum honeycomb grille and custom built hood with custom hood bubble but one of the coolest touches is the Frenched Super Bee logo in the rear quarters. The pattern was cut from billet aluminum then air brushed with colour. Neat touch. The bodywork and fabrication are credited to Phil and Nick at Redline Custom Autobody, while Dylan painted the PPG Metallic Grey and stripes. Once the paint was cured, Lawrie at LM's Polishing and Detail spent 100 hours getting it smooth and shiny.



## PARTS LIST

**Owner:** John Thompson, St. Albert, AB  
**Year/Make/Model:** 1969 Dodge Super Bee  
**Builder:** Redline Custom Autobody

## BODY MODIFICATIONS

Quarters, fenders, doors, floors, trunk, trunk floor, rockers all replaced with aftermarket sheet metal. Roof is basically the only original sheet metal left on the car. Custom hood and scoop. All corners welded and smoothed. Bumpers front and back were shaved, smooth and tucked into body. Rear bumper has custom exhaust exits. Floor pans raised 1.5" to accommodate tighter exhaust fit. Frenched aluminum Super Bee logo. Custom built tail pan and LED taillights and side marker lights. Frenched oil flow can and rad overflow can. Custom aluminum honeycomb grille, Kindig It flush mounted door handles. Reshaped side scoops with carbon fibre inserts. Custom headlight buckets with HID headlights. PPG Base/Clear custom Metallic Grey.

## CHASSIS & SUSPENSION

Frame rails boxed and 2x2 sub frame connectors installed. Custom 2.5" tube connectors tied to firewall and front frame rails. Torsion bar suspension replaced tubular A-arms with QA1 4-way adjustable shocks/coil overs. Rack and Pinion steering installed. 4-link rear suspension with coil overs 1.5" sway bar linked to a Moser sheet metal 8 3/4" differential, powdercoated by Magnum Force Racing to match body. Tru Trac posi-unit with 3.73 gears and 30-spline axles. Custom Forgeline DE3P wheels with F1 style centre lock wheels hubs that eliminate the stock wheel studs. Wheels are 20x12 out back 18x10 up front. BF Goodrich g-Force tires (315/35/18 back, 275/35/18 front). Wilwood 14" drilled and slotted rotors on all four corners with 6-piston calipers. Hydro Boost hydraulic brake set up linked to Wilwood master cylinder.

## ENGINE & TRANSMISSION

Tony Billing-built 528ci custom built Wedge block (based on 440) dynoed at 727hp at 757 ft-lbs torque. Ross pistons, Scat stroker crank, Scat H-beam rods, T&D custom built roller rocker system. Bullet Racing Cams custom ground cam. Edelbrock water pump. Edelbrock Victor heads with Edelbrock Super Victor carbon fibre intake, Holley Ultra Dominator (1050cfm) carburetor, Milodon billet oil pump, Milodon 8-quart oil pan with swining pickup and baffles. MSD Pro-Billet distributor. 8.5mm plug wires, MSD coil. Holley electric fuel pump, 3/4" lines. 20 gallon trunk mounted fuel cell. Custom built aluminum radiator. Twin 12" Spal electric cooling fans. Custom rad hoses with wire brushed nickel finish. March serpentine pulley system with billet power steering pump and alternator. TCI 6-speed automatic replaced the initial Tremec TKO 5-speed with McLeod RXT hydraulic twin clutch. TTI ceramic coated headers (inside and out) with 3" stainless exhaust and four ceramic coated Flowmaster mufflers installed by All-Care Auto.

## INTERIOR

Custom built interior by Redline Custom Autobody includes custom built seats, custom aluminum dash with recessed aluminum Super Bee logo. Custom console. Black leather upholstery with red double stitching done by Gabes Street Rods & Custom Interiors in San Bernardino, CA. Porsche carpeting, custom headliner and hand built door panels. Custom trunk with leather cover on fuel cell by Gabe Lopez. Custom digital gauges (oil pressure, speedometer, volts, fuel, tachometer, temperature) by Auto Meter Custom Shop. Flaming River tilt column and Flaming River Waterfall steering wheel. Audison sound system built in iPod/GPS/DVD/back-up camera/GPS speedo with power windows, power door locks, power hood, power trunk and power doors. Ring Brothers push button start system. Lokar shifter. Nickel-plated custom seat belts. Clayton Machine Works custom clutch/gas/brake pedals. Custom built hidden wiper motor.



# CANADIAN HOT RODS

FROM COAST TO COAST THE NATION'S COOLEST AUTOMOTIVE MAGAZINE

# Cool Gear for Cool Gearheads

**Jeff  
Norwell  
art**

Two Canadian Hot Rods  
Magazine T-shirts with art by  
Canadian Hot Rod artist  
Jeff Norwell



## Chevy II shirt

logo is on back of shirt  
S-XL: \$20+tax & \$4.50SH  
XXL-XXXL \$22+tax/SH

all shirts are  
Gildan 100%  
cotton  
preshrunk



## MODEL A/BEAVER

logo is on back of shirt  
S-XL: \$20+tax & \$4.50SH  
XXL-XXXL \$22+tax/SH



\$20+tax  
for s-xl,  
\$22 XXL-XXXL



Our traditional CHR T-shirt, available in black,  
grey or white. \$20+tax & \$4.50SH



Canadian Hot Rods hats are  
available in black, blue, sand,  
taupe and grey.  
\$20+tax/\*SH



**True North Strong  
With Speed** decal  
\$3+tax & \$1 postage.  
Decal is 8" long



**CANADIAN HOT RODS  
MAPLE LEAF DECAL**  
\$3+tax per decal  
3" tall x 4" wide

\*Shipping on hats is minimum \$8 anywhere in North America. Ontario, NFLD & NB residents add 13%, BC residents add 12%, NS add 15%, all others 5% GST

**CALL 1-888-753-2111 to place your order**



**Easter Seals**  
Saskatchewan



April 03 & 04, 2015

**55TH**

[draggins.com](http://draggins.com)

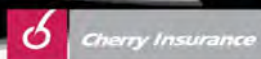
**ANNIVERSARY**

**Rod & Custom**

**CAR SHOW**



**Prairieland Park, Saskatoon**



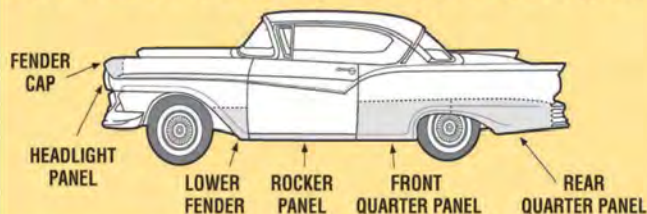
**FFUN >> motor group**

Idylwyld Dr - 8th Street  
51st Street - Rosthern

**1935-1958 FORD**  
**1935-1954 CHEVROLET**

**SHEETMETAL**

*MOST COMPLETE LINE OF AMERICAN BODY PARTS*



**TAILPANS, FLOOR PANS, FIREWALLS,  
TRUNK FLOOR & DOOR BOTTOMS**

*Easy Shipping to Canada.*

*EMS Dealers Throughout Canada. Call For List.*

[www.EMSAUTOMOTIVE.com](http://www.EMSAUTOMOTIVE.com)

FAX: 1-216-541-4989

PHONE: 1-216-541-4585



Box 24362, Cleveland, Ohio 44124-0362 U.S.A.  
**AUTOMOTIVE PRODUCTS**

**Is there a problem  
OFFICER?**

**Yup, but wearing this might help.**

Go to [www.burnouts.net](http://www.burnouts.net) and get awesome T-Shirts with your favourite muscle cars or hotrods, in designs that are very arresting.

No guts. No glory.

See us at: [www.burnouts.net](http://www.burnouts.net) Call us at: 1.403.249.2252





**R**ob Petty had a dream that took 20 years to come true. It was worth the wait.





Photos by Ken Sanders/Story by Terry Denomme

# Tiki Dream







# **CANADIAN HOT RODS**

THE TRUE NORTH STRONG WITH SPEED GEARHEAD MAGAZINE

[www.canadianhotrods.com](http://www.canadianhotrods.com)







If you couldn't afford magnesium or aftermarket wheels in the late 1950s or early 1960s you would reverse the stock wheels and have them chromed. In the fictional backstory of The Tiki Dream junk yard rims were reversed by a budget-minded teenager in his high school shop class, then chromed and wrapped with wide whites.

In 1932 Ford produced more than 124,000 Tudor sedans and one of those, a Model B went to a farmer in Alberta. There is nothing too remarkable about that. But then consider that after more than 80 years Surrey, BC's Rob Petty is only the second registered owner and you have the kind of story book serendipity you'd expect with a car dubbed The Tiki Dream.

When the car was purchased by that Alberta farmer in 1932 it's possible he didn't realize he'd still own it 20 years later. Who knows why he continued driving it. Maybe he was smitten by its classic lines or maybe it was nostalgia; the memories he had with the car meant too much to discard it. It's possible he was exceptionally thrifty and didn't see any need to replace the car. Thrift would explain why he chose the Model B 4-banger version over the new-for-1932 Model 18 Flathead V8-powered version. (The Flathead option was only \$10 more and vastly outsold 4-

banger versions but in 1932 \$10 wasn't chump change). The car wasn't just used to go to town or church on Sundays either. A few changes revealed it was put to work on the farm. When found the original bumpers were replaced by sturdier Model A bumpers, a key asset to a vehicle likely used to push and pull objects on the farm. "There were even steel reinforcements welded to the backside of the bumpers to make it stronger," says Petty.

The car's work life ended in 1953 when the farmer reached the conclusion it was finally time for an upgrade. While deemed ready for retirement the farmer didn't sell, trade or junk the Tudor, though most people in that era wouldn't have thought twice about scrapping such an antique. Instead he cleared some space in one of his barns and parked it there. He didn't even take off the license plates.

Decades passed and though there were rumours in the





The Moon tank mounted on the front of the car was found at the Monroe Swap Meet about seven years ago. It was still in its original box, with an instruction sheet from the early '70s.



hot rod community that a stock, completely intact '32 Ford was preserved in a barn somewhere in central Alberta, nothing ever came of those rumours until 1994. Seems after years of gearheads buzzing around the property trying to find the hidden Ford treasure, the farmer's family decided to end the harassment by making the car available to the brother-in-law of one of Petty's good friends. "I was camping in BC's Shuswap country with my friend and this guy was there and was also into cars. He drops this bomb that he just dragged this '32 Tudor out of a barn," says Petty.

At the time Petty owned a 1948 Ford coupe he'd originally purchased in 1976 before he graduated high school. By 1994 it had a 350/350 combo and was a daily driver used for, among other things, driving his kids to school. But even back in 1976 he'd wanted a '32 Tudor Sedan but they weren't easy to find. His passion for Deuce Tudor's was ig-

nited by Dave Stuckey's Lil' Coffin 1932 Ford Sedan. Petty was barely two years old when the first version of Stuckey's iconic hot rod made the cover of *Car Craft* magazine. Gearheads of a certain age are most familiar with the Monogram model version of the Lil' Coffin, which Stuckey built in 1962 and then sold to a friend who then sold it to Monogram. The model maker owned it until 1967 when Darryl Starbird bought it. As a kid a poster of that Monogram model version hung on Petty's bedroom wall and in 1970, when Hot Wheels produced a 1/64 version of the Lil' Coffin called The Demon, Petty, in Grade 6 at the time, went out and bought the Spectraflame Purple version and owns it to this day.

Needless to say when his friend's brother-in-law spilled the beans on his barn find, Petty was very intrigued. With the '48 Ford taking up space in the garage another project really wasn't viable but something else this gentleman





told him gave Petty hope. The gentleman had recently sold his 1948 Ford and regretted it. Petty was at a crossroads with his '48 Ford and had been planning to rebuild it but came up with a better idea. In the fall of 1994 he made an offer. "I offered my running, driving street rod for his barn-find bucket," says Petty. A deal was made and The Tiki Dream vision began to form, though at a glacial pace.

"I totally disassembled the car over the next few years and started collecting the parts I knew I would need to put it all together again," says Petty. By a few years Petty means that by 2002 he felt he had all the parts he needed to create his vision for The Tiki Dream. It was a vision that would take another 12 years to bring to life and that began to form before Petty even owned the Tudor sedan.

"My theme for the car was a '60s style show car built by a teenager on a budget," explains Petty, who was just that teenager in 1976 when in want of a Deuce Tudor he bought a '48 Ford coupe. While the Lil' Coffin was an inspiration a teenager never would have been able to afford such a build and The Tiki Dream would reflect that. "He couldn't afford the chop, but saved enough for an awesome paint job," says Petty of his fictitious teen gearhead "He had saved enough for the interior too, a white pearl with blue inserts, something he'd seen in a magazine or at the local hot rod show."

The project started with Petty's buddy George Criddle updating the chassis by first boxing the stock '32 Ford frame rails and adding a Chassis Engineering X-member. Since the budget for the car was tight to fit the theme, Petty decided the standard street rod Mustang II style front suspension wasn't an option. Instead, he installed a Model A front crossmember then flipped the stock transverse mounted leaf spring to help lower the front end. A Chassis Engineering 4" dropped I-beam axle replaced the stock I-beam and then instead of splitting the stock wishbone — a common 1950/60s hot rod practice often performed to make clearance for bigger

motors and more ground clearance — Petty used a 4-link setup. The front suspension was finished with a So-Cal Panhard bar. A Flaming River Vega style steering box and pitman arm replaced the stock steering setup. For stopping power a set of Plymouth Volare rotors on Chevelle calipers were an upgrade on the stock mechanical drum brakes. A 1969 Mustang master cylinder was frame mounted under the cabin floor. Out back a 1975 Mercury Comet 8" rear end was sourced and the transverse leaf spring tossed in favour of a front set of Dodge D100 parallel leaf springs. The stock rear end gears were replaced with a 3.55 ratio set and a positraction unit. The stock drum brakes remain and the driveshaft from the Comet was shortened and used in the project as well. Thanks to Wheel Vintiques you don't have to build your reverse wheels in shop class anymore. Petty bought a set of 17x8 chrome reverse wheel for the back and 15x6 rims for the front which gives the car a nice rake. Tires are Diamond Back Classic Radial 2.75" wide whites on all four corners (245/65R17 on the rear, 195/65R15 on the front). Petty says he chose the Diamond Back tires because they don't have any size markings on the white wall side.

While the '32 was stored in a barn for almost 50 years it hadn't been spared all the ravages of time. "We replaced the entire floor of the car, other than a few of the cross members," says Petty. "The rear corners of the body had to be replaced and since those items were not available off the shelf, I had Doug Rutherford form the new pieces from sheet metal. The door skins were also replaced as a couple bullet holes and some lower rust made it a better idea. The body was left stock, as were most of the other body panels too. All of the structural repairs on my car were made by Doug."

Though a common street rod practice is replace the fabric and wood roof opening with sheet metal Petty didn't go that route. "The theme did not allow for it to be filled or chopped," says Petty, who reasoned that a teenager back in the 1960s would likely not have at-





tempted such a complex undertaking. Instead, Bogus Bob out of California supplied the wood kit and ribs. The original style vinyl roof insert was used from Snyder's NY and held in place with the original tack strip. "I felt it made the car period correct and theme correct at the same time," says Petty.

After buying and reselling a dozen sets of fenders Petty felt weren't good enough to use he ended up buying new aftermarket stampings. He replaced the original running boards with Bob Drake Reproduction units. The original hood was replaced by a better piece found at the Portland Swap Meet and the Model A bumpers were discarded and replaced with correct 1932 Ford pieces again courtesy Bob Drake Reproductions. A Tanks Inc. extra capacity gas tank replaced the stock gas tank. A Bob Drake dropped headlight bar is now in place with correct headlights. The original cowl lights were used while the original rear tail-lights were upgraded to LED units.

While the Lil' Coffin was usually different shades of red Petty chose a more subtle but still stunning colour: Toyota's Speedway Blue. "I felt it has a show car feel," he says. "It is vibrant and in the right light looks like a special recipe made in the back room of a paint shop." Sandy Morita, a lower mainland hot rod paint and body icon gets credit for the base/clear paint and finish. "He buffed it up to the endless shine it now sports," says Petty. The frame was painted with a tougher PPG Concept Acrylic Urethane paint tinted to match the upper body color. The

final touch on the body was a pinstripe job by Myc Roc. (See photos on page 48).

If the car was really built in the 1960s a junkyard 289 or 302 SBF might have been used and The Tiki Dream power-plant follows that theme...at least in spirit. The engine is accessorized with Edelbrock finned air cleaner and valve covers to mimic a 1960s era 302 but it is actually a 1994 Prototype Mustang Cobra engine Petty says was originally built to run in the Can-Am race circuits in the US. "The motor was brand new, on its original shipping crate when I got it," says Petty. "From what we can tell, it produces over 340hp. We searched through Ford and could not find build info on the motor other than the build sheet showing a \$1 charge for the engine. Ford actually put it through on their invoice as \$1 for the whole car as it was part of sponsorship for a race team in the US."

Petty removed the fuel injection from the motor and replaced it with an Edelbrock Air gap manifold and a Holley 600cfm carburetor. He then used an MSD electronic distributor, MSD coil and plug wires, Ford SVO reverse flow water pump, Ford SVO ceramic coated headers and Ron Reader pulleys made in Michigan specifically for 5.0L conversions to old style water pumps.

The exhaust was built with galvanized 3" pipe, using a Ford style H pipe set-up, and flowing through Magna-flow stainless steel mufflers. The ends are capped off with 16" S/S tips. The wiring kit used was an American Auto Wire Highway 22 installed by Claire Henderson.



## MOLDED CARPETS & FLOOR MATS

- Molded Floor Carpets
- Cut & Sewn Floor Carpets
- Accessory Floor Mats
- Trunk Mats
- Sound-Deadener Kits

Visit us online at **NOSreproductions.com** to build and price your custom carpets and floor mats.



**NOS**  
REPRODUCTIONS

info@nosreproductions.com  
519.471.2740 | 1.800.667.6200

4-22425 Jefferies Rd., RR #5  
Komoka, Ontario N0L 1R0




Quality automotive restoration  
and accessory parts since 1986



**Gary Steeves Insurance**

*Classic Automobile Insurers*



**Atlantic Canada's  
Classic Car  
Insurance Specialist's**

**HAGERTY**  
CLASSIC CAR INSURANCE

**1-800-595-3403**

**www.garysteevesinsurance.com**

An Odyssey gel battery is mounted under the cabin floor and between the crossmember.

When it was time to do the interior Petty contacted Davlin Upholstery in Victoria, BC to stitch Pearl White naugahyde with Caribbean Blue inserts on 1977 Mustang II bucket seats up front and on the stock rear seats which received new springs from Snyder's Auto Seat Covers (Rochester, NY). The '60s style tuck and roll job perfectly suits The Tiki Dream. "With over 240 hours in the interior, I really feel Dave at Davlin hit it out of the park," says Petty. A set of airline style seat belts were used with a color matching seat belt material and the custom headliner and side panels were placed in the car in one piece to give the interior a seamless look. The interior door trim is from a 1959 Chrysler Saratoga 2-door sedan. "I used it to separate the colours on the panels and tie the colour flow together front to back," says Petty. "I bought it off eBay as a gamble it might work and when we tried to install the stainless steel trim it didn't really fit. But then we flipped it upside down and it fit like it was made for a Deuce door." Glass and window installation was done by B&N Hotrods. Windows use stock hardware front and rear as per the period theme. The dash is stock, with a So-Cal Auburn style dash insert. The dash panel was split horizontally and a 1.5" strip added to fit the insert and retain the look of a stock dash. The heater is a swap meet find from an early '40s GM or aftermarket brand of that time period. The core was rebuilt, a new 2-speed motor sourced and the doors chromed. Petty took the cover to the Grand National Roadster Show and had California pinstriper Herb Martinez, a well known and respected striper from the '60s and '70s, lay down some lines.

Limeworks out of Whittier, CA supplied the 16" 1936 Ford Banjo-style steering wheel. The column is a 1940 Ford style stainless steel column. The tach cup for the 4" Classic Instruments tach is also stainless steel as are the turn signal switches. Classic Instruments also supplied the white-faced gauges from their White Hot series. There is fuel, voltage, temperature, speedometer and oil pressure gauges. The dome light is a Bob Drake unit used because of the Art Deco style ribs and petty used a Lokar Lakester gas pedal and throttle cable.

The stereo is a Secret Audio unit by Spectre. It hides under the rear seat and is controlled wirelessly. The Alpine speakers are hidden behind the rear side panels and in the front via the lower kick panels. Perforated holes were used instead of an ugly speaker grate or screen. The final touch was a carved Tiki statue drilled to use as a shift knob. The T-5 manual transmission was sourced from a Fox body Mustang and uses a B&M Short Shifter unit with a home made extension rod.

While The Tiki Dream, so named after the owner's fondness for Tiki carvings and the '60s-era surf culture they are often identified with, took 12 years to come true it was worth the wait. In its first show, the BC Classic and Custom car show held at the Tradex in Abbotsford in April The Tiki Dream took 1st place in the 1960s Retro Hot Rod Class. While it will never experience the type of use it did with its first owner up to 1953 the re-born '32 already has 2,500 miles on the odometer. Petty doesn't know where the car will be in 50 years but he knows it will have a lot more miles on it and that's as it should be.





Jeff Norwell, Jay Tyrrell and Brandon Roberts were bored of attending car shows in their home province that didn't really reflect their traditional hot rod and custom car leanings. So they decided to do something about it and The Jalopy Jam Up was born.

In their minds a cool traditional car show had to take place in a cool setting so they found Frontier Ghost Town, one man's ode to the Old West located on a acreage just outside of Durham, ON. Then they booked some local Rockabilly bands and set down ground rules that were pretty simple: only pre-64 cars/pickups allowed.

A pre-registration vetting process weeded out cars built from ingots of billet aluminum, rolling on 20" wheels and infiltrated with modern-day electronic doodads. Seventy five

cars preregistered and in all 206 cars were onsite at some point during the day. Though the 1st annual Jam Up took place under an all-day deluge of rain nobody there, including CHR, seemed to care. With the hard rain falling people were still showing up until well after noon hour. They found shelter in the Frontier Saloon and sipped some suds while listening to one of the bands (Hellbentrockers, Royal Crowns or The Millwinders) or hung out in the food tent or some other area of shelter talking cars with

like-minded individuals well into the night.

Some camped onsite, others booked rooms in nearby hotels some probably slept in their cars and when I left around 11 pm Saturday night I'd say about a third of those 206 cars were still onsite. I look forward to seeing this show evolve and grow. Enjoy the photos of the cars at the event and check out the story below written by Jay Tyrrell, one of the show's founders.



## Beckoning simpler times

Starting something new is not always easy. Most of us fall into patterns in our daily lives that offer us comfort and stability. In the end, we come to expect the same things over and over in our daily lives.

This unfortunately also rings true for a number of car shows that we attend. As aficionados of the hot rod and custom car lifestyle, we participate in these events and

for the most part we know what to expect even before we pay the admission price. We see a wide assortment of cars that range in years and styles. We meet up with good friends and acquaintances; and by the time 5 pm rolls around the show is over.

I, for one, love an "everything car show." However, ever since I rebuilt and restored an old Chevy gasser that was campaigned in the early 1960s, there has been something inside of me that is left longing for something more and different from the hobby. A feeling that is simple, pure





I took this panoramic shot with my cell phone Friday night during show setup. The Frontier Ghost Town setup was just a killer place to hold a car show and there is plenty of parking and camping space near the saloon and on the surrounding acreage as well as a few small rooms you can book if you don't mind roughing it a little. Below, this panoramic shot was taken mid-day Saturday after a few hours of rain. Amazingly there wasn't a mass exodus and in fact there were still lots of diehards milling about and checking out the hot rods. Can you say hard core?

and uncomplicated just like the Hot Rods and Customs of the past.

This feeling pushed me to seek out like-minded individuals that were involved in the Traditional Hot Rod and Custom Car Life Style and Scene; to see if we could get something happening here in Canada where we could showcase pre-1964 Traditionally Styled Hot Rods and Customs. It wasn't long before I realized that I wasn't the only one who harboured these thoughts and feelings of wanting something different in the way of a car show. When Jeff Norwell, Brandon Roberts and I met on a cold December evening, it became apparent the three of us shared the same feelings.

At our first meeting, where we talked about creating Canada's First Pre-1964 Traditionally Styled Hot Rod and Custom Car Show, we talked about the roots of hot rodding and customizing cars in a simpler time, when the three of us weren't even alive. Today if you choose to undertake a traditional styled Hot Rod and Custom car build you need to educate yourselves in order to emulate the styles and ideals of hot rods and customs built back in the day.

Our discussion meandered to where some elders in our hobby readily admit they have themselves lost their way

when it comes to what Hot Rodding and Customs Car building was all about and how they wish they had stayed true to the pure simple values and the spirit of what Hot Rod and Custom Car building was all about.

We discussed hot rodding and custom car building before the times of high dollar built cars, before computer run CNC machines that spit out multiple highly priced "pretty" billet parts, and before computer controlled ignition systems left some of us scratching our heads.

We talked about simpler times where you drove your Hot Rod and Custom unfinished and you enjoyed them at those varying stages. We recalled times when Hot Rods and Customs were not rolled off the backs of trailers unless they were open exhaust, high octane beasts built to run down the quarter mile or maybe the occasional illicit grudge run on some back street.

We reflected on a time where your Hot Rods or Customs were not included among your personal fiscal assets in your financial portfolios and where you just got out and drove it and didn't look up the weather forecast on your smart phone first.

On that snowy night almost a year ago, surrounded by an assortment of early styled monstrous cast-iron hemi blocks, vintage speed equipment, and a couple traditional







hot rods, Jeff, Brandon and myself decided to throw a wrench into what people have come to expect from most car shows of today and The Jalopy Jam Up was born.

The recipe we came up with was simple, pure and easy to follow. It was to take our love and passion for the simple way Hot Rods and Customs were designed in the '40s, '50s, and early '60s, and throw these ideas into a one day and night event with music that reflects the time, feel, and lifestyle of the past. Add a one-of-a-kind venue which in turn allows participants, spectators and our sponsors alike an experience and opportunity like no other.

Creating The Jalopy Jam Up and throwing our hat into the ring of what people have come to expect from a car show has been met with a spectrum of emotions. For the most part our ideas and values of what the show is, and has the potential to become, has been met with open arms from participants, spectators and sponsors alike. While promoting The Jalopy Jam Up, I have learned that there are, in fact, a lot of people that are hungry; hungry for something different from the car culture that exists north of the 49th parallel.

Thanks to the belief and support of many people and sponsors all of these ideas did come together this past August 15th in the first annual Jalopy Jam Up at Frontier

Ghost Town just outside Durham, ON. Though the weather didn't cooperate gearheads did. Without them the Jalopy Jam Up would never have gotten off the ground and we will always be grateful for their encouraging words and actions. We have said this time and time again, in a number of different settings and circles The Jalopy Jam Up is your show. Without you, the traditional hot rod and custom guys and gals and those who may not be a part of the scene but still dig it, the Jam Up would have never amounted to anything. You made it what it is and will become.

The 2nd Annual Jalopy Jam Up is already scheduled for August 14-15, 2015 and I encourage everyone to come up to Frontier Ghost Town in Durham, Ontario to experience the energy, vibe and comradery that the event has sparked. It is time to introduce yourself or reacquaint yourself again to the roots and spirit of our hobby and its humble beginnings that will be awaiting your arrival at next year's show. Thanks to our sponsors including Mothers Wax, Performance Improvements, Interstate Battery, The Department of Style's videographers, Art One, Marc Chezepock, Crowsnest Barber Shop and Danno Druiin pin-striping. Check out our Jalopy Jam Up Facebook page for updates and information on the show.







The lowered stance and chrome steel wheels make for one tough, cool looking '56 Chevy. Below and at left, Morley Ouder Kirk and his Cross Canada 1954 Caddy made the 7-hour trip from Ottawa to Durham despite the fact that just the week before he had driven the Caddy from Nanaimo, BC to Ottawa. The Caddy had but one hiccup (a fuel starvation issue that mysteriously resolved itself) over all those miles and it happened on the way to the Jam Up. The return trip to Ottawa was problem free.



Renowned hot rod artist Jeff Norwell out of Orangeville, ON is one of the show's founders and he brought his Diamond Deuce 1932 Ford pickup to the show. (Featured in Volume 7, Issue 2 of CHR). Yeah, it's a hemi. A stroked 422ci hemi to be exact.









Keith MacIntyre (Binbrook, ON) owns this slick 1926 Model T roadster with a 303ci Olds engine. He built the car in just a month, minus the engine which he took from another car, just so he could debut it at the Jalopy Jam Up. Pretty cool and so was his travelling buddy's Buick-powered 1930 Model A roadster. Love the 6-carb intake.







Show co-founder Brandon Roberts escorts this Model A to its parking spot during Saturday's downpour.







Weathered pickups were well represented at the Jam Up as you can see from the examples on these pages. Fords outnumbered the Chevs by almost 2 to 1.





Above, John Patas's '56 Chevy. At right, Jay Tyrrell's '55 Chevy was a former gasser campaigned in Texas back in the 1960s. There's a 327 SBC under the hood mated to a 4-speed. This car is subtle and badass at the same time.

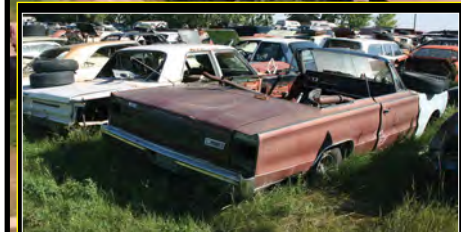


## MORE THAN 4,000 CARS & TRUCKS

*Specializing in classic vehicles*

*All makes and models*

Call Dale at 403-377-2484 or visit the yard at RR 1 Tilley, AB



Fax: 403-377-2415

[flatlaautowrecking@gmail.com](mailto:flatlaautowrecking@gmail.com)





## Building a custom dash and console

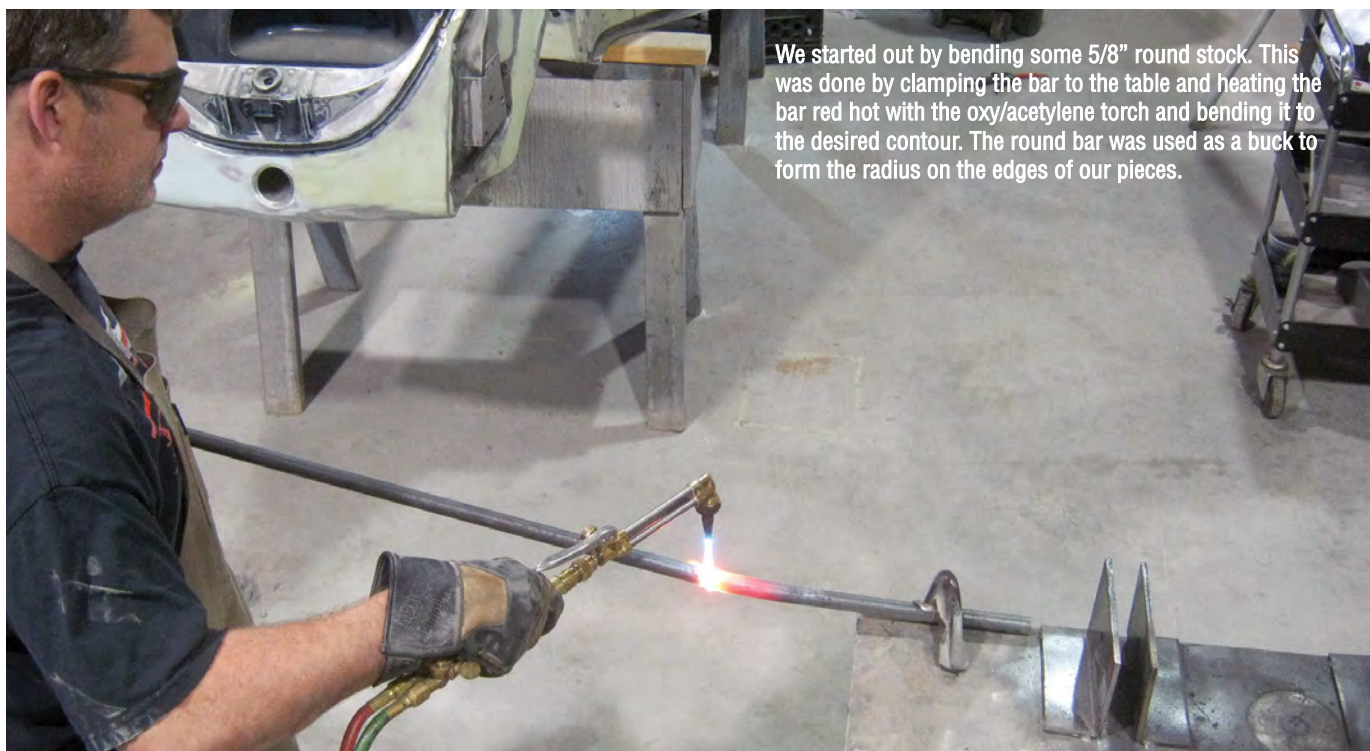
**I**t's time to get back to our interior build and in this segment we will tie our dash and console into the doors.

Originally we intended to have the dash extended closer to the driver but the steering column bell forced

us to take a different approach. If the dash extended further the "cut-out" would be around the large section of the steering column bell. We didn't feel this was aesthetically pleasing. After some serious thought we came to a resolution: Make a dash exten-

sion to get the distance we needed to tie into the door.

This seemed like a great solution but in actuality the part was quite elaborate, but in the end things worked out quite well.







We began with the upper door caps, the inner edge of the piece was hammered over the buck to create a radius. The outer edge on the door section was bent on the brake. The outer flange will be a pressure fit like the original door panel (each application would vary). This is also the location for the window whisker strips. The 5/8" round bar was tack welded to flat stock (photo upper right). This was done to make clamping the buck to the sheet metal easier



Here we weld the vertical door section to the upper cap. Below, for the lower mounting flange of our door piece we simply bent a long strip at 90 degrees in the brake then with the stretcher/shrinker we shaped the piece to the correct contour.



Next in line was the vertical section of the door. In this photo we have, on the underside, a piece of 5/8" round stock bent to our desired contour, on the top we have C-channel clamped to hold the sheet metal secure during the hammering of the radius.





The lower flange is welded to the rest of the door section.

Below, the leading edge of the piece is capped. Notice the elaborate shape of the end cap, this was done to allow for inside and outside shapes of the dash extension.



After we decided where the seam for the dash extension should be located we cut it into two pieces following the dash contour. We thought this gave the pieces a little character.



At left, the outside of the dash extension was capped. This piece required a lot of thought and planning. As you can see the shape of the inside and the outside is completely different. This piece fits the contour of the dash as well as accommodating for the door post and trim. Obviously each car would be different.





After adding some mounting tabs, we engaged in some fancy grinding and sanding of the welds to complete the piece.



As you can see with the extension in place it finishes off the dash. Gaps were left between all panels to allow for the upholstery. Now we are left with an unfinished leading edge of the door trim.



## STICK US UP! 1 for \$3+sh 2 for \$5+sh



# Call to purchase at 1-888-753-2111

\*Decals are larger than shown in ad



CHR decals  
by  
Jeff Norwell  
**\$4**  
each

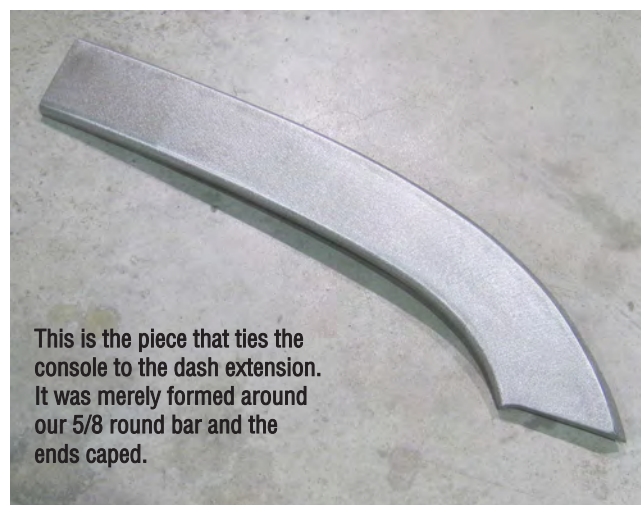






The leading edge was cut back ¼ inch to allow for adequate clearance between the door and extension. Two pieces were welded in place, one, the front “cap” and two, a flat piece that follows the shape of the door frame. Now we have a completed piece ready to wrap in leather.

*Terry Dyck is a ticketed bodyman who has been fabricating and building hot rods professionally for 24 years . He's a self taught metal worker/fabricator who worked at a couple of high end rod and restoration shops in Ontario before he opened his own business, Project X, in 2008. He's been a part of the build team on two Ridler Great 8 cars — Nick Minioloff's Mississauga-based 1933 Ford Cabriolet (2005) and Paul Ryckman's Ennismore, ON-based 1941 Willys coupe (2009) — as well as contributing to Richard Ruiter's 1955 Chevy convertible which in 2006 was named Goodguys Custom Rod of the Year. He continues to build award-winning vehicles. If you have any metal work questions for Terry just email [projectx@vianet.ca](mailto:projectx@vianet.ca) or contact him at 705-378-0001. If you have questions about this project or metal working tips in general email [info@canadianhotrods.com](mailto:info@canadianhotrods.com) and make sure to put Project X in the subject line.*



This is the piece that ties the console to the dash extension. It was merely formed around our 5/8 round bar and the ends capped.



After putting in some time with the grinder and DA sander we have our pieces looking and fitting well. The design has a nice flow between the dash and the door.



# Missed an issue? Building a collection? BACK ISSUES ARE AVAILABLE



Volume 9, Issue 6



Volume 9, Issue 5



Volume 9, Issue 4

\$7.95 per issue or \$6.95 per issue if buying multiple copies



Volume 9, Issue 1



Volume 9, Issue 2



Volume 9, Issue 3



Volume 5, Issue 2



Volume 5, Issue 3



Volume 5, Issue 4



Volume 6, Issue 1



Volume 6, Issue 2



Volume 6, Issue 3



Volume 6, Issue 4



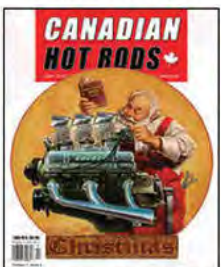
Volume 6, Issue 5



Volume 6, Issue 6



Volume 7, Issue 1



Volume 7, Issue 2



Volume 7, Issue 3



Volume 7, Issue 4



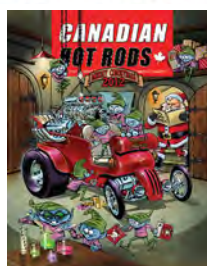
Volume 7, Issue 5



Volume 7, Issue 6



Volume 8, Issue 1



Volume 8, Issue 2



Volume 8, Issue 3



Volume 8, Issue 4



Volume 8, Issue 5



Volume 8, Issue 6

Shipping is \$3.50 for one issue  
or just \$4.50 for 2 issues

**CALL 1-888-753-2111 to order**





# ESRA Summer Cruise

## June 20-22, Edmonton, AB

Photos by Dan Wells

The Edmonton Street Rod Association has been hosting its annual summer car show for 30 years now and it's still going strong with 350 cars registered for this year's show held at Sir Wilfrid Laurier Park. Each year a different group of charities benefit from any funds raised and this year, Dogs With Wings guide dog organization and the Canadian Legion were the recipients. For more information on the show check out [www.edmontonstreetrod.com](http://www.edmontonstreetrod.com)







Love this custom '47/48 Oldsmobile. Can't remember the last time I saw one. Lots of Tri-Five Chevys at the show including this pair of '56 Chevys and if T-Buckets are your thing these two would stand out in any crowd.



## JETSTREAM

AUTO & CUSTOM



[jetstreamcustomauto.com](http://jetstreamcustomauto.com)

### "YOUR ONE STOP SHOP"

PAINT — MECHANICAL — UPHOLSTERY

Call 250-654-0135

2042 Mills Rd. West, Sidney, BC, V8L 5X4





## PICKUP PARKING

Alberta vehicle buyers routinely buy more new pickups than any other province in Canada so it's no surprise that pickup love extends to the hot rod scene. Here are 13 that stood out for CHR.

















# SASKATOON SUPER RUN

## Western Canadian Nationals

July 31-Aug 3, 2014



Story and photos by Terry Denomme

Our Cross Canada Caddy journey (Nanaimo, BC to Ottawa, ON in a 1954 Caddy that hadn't been on the road since at least 1991) was a couple days in when we stopped in Saskatoon for three days to take in the Saskatoon Super Run. Took this pic Saturday night while we took a break from cruising the strip to pack on some DQ calories.

We were all smelling burning brakes. Morley Ouderkirk was behind the wheel of his 1954 Cadillac Coupe de Ville, me and his cousin Thomas Rady were seated beside him on the Caddy's big front bench seat. We were almost to Ladysmith, BC...just 22 kilometers from Nanaimo...and we were giving the Cross Canada Caddy its first real shakedown run since, well, 1991 when it was last registered for road use. It was July 29 and we were scheduled to leave for the Saskatoon Super Run the next day. From Saskatoon we then were headed for Ontario. What this meant is that we had 4,500kms of driving ahead of us and so far travelling 22 had been less than successful.

The water temperature gauge started to rise too as the 331ci Caddy mill was working hard to turn the back wheels so we quickly pulled into the local DQ and parked. When we got out of the car the smoke pouring from the rear brakes was a good indicator of where our problem was. Morley has a very good "What me worry?" attitude so he suggested we simply go inside, have lunch, let the brakes cool and figure out what we were going to do. Smoke continued to waft out from under the car the entire time and between every bite of my burger I was thinking it was time to grab a fire extinguisher and keep the car from burning to the ground.

After a few phone calls Morley and I agreed it was likely residual pressure in the lines which was keeping the shoes permanently pressed against the drums. After borrowing some pliers from a guy in the parking lot (yep, we were on our first real shakedown run and the only tool we brought with us was a screwdriver which we used to open the trunk) I rolled under the car and cracked a bleeder on

the driver's side rear drum. Fluid shot out like fire hose and the brakes stopped grabbing. On the way back to Nanaimo we used the emergency brake to slow the car down, not wanting to touch the brake pedal until we figured out the problem. Turns out it was simple fix. There is a rod connected to the master cylinder that needs to be adjusted if you do a complete brake overhaul. It was right there in the manual, but Morley hadn't bothered to read it before. We had a good laugh about that. We ended up having to cut the rod to shorten it a bit and give us some adjustment. While that fixed the brake issues, it left us with an uneasy feeling about what other issues we were going to encounter in the next 22 kms and beyond. We were going to find out the next day when we hit the mainland.

The morning of July 30 we headed to the Departure Bay Ferry terminal, me in the CHR Dodge 3500 with my empty car hauler in tow as insurance, and Morley and Thomas in the Caddy. We figured if it made it through the mountains and to Saskatoon (1,760kms) without any issues the rest of the trip would be a snap. Over about a 10-day period (about five days July 2013 and another five in July 2014) we repaired almost everything mechanical on the car, including the Hydromatic transmission. We didn't touch the 331ci mill save for rebuilding the carb, replacing the spark plugs, wires and fuel pump and swapping out the points for a Petronix Ignitor electronic ignition. We used Guerilla tape to repair the passenger side quarter-panel, sheet metal, pop rivets and seam sealer to cover holes in the floors, and didn't bother trying to make the wipers work. Long story short, we made it to Saskatoon without any issues. That allowed us to enjoy the Super Run...the 13th held in Saskatoon. We always enjoy the trip





For the first time Super Run registration included Friday night drags at SIR (Saskatoon International Raceway) an NHRA sanctioned quartermile 13kms south of Saskatoon. This Mopar-powered '65 Comet Caliente, Steve Boyle's '56 Chevy pickup, Model T (with Model A grille) and 1941 Willys were just a few of the cars that came out to play.





# CANADIAN HOT RODS

FROM COAST TO COAST THE NATION'S COOLEST AUTOMOTIVE MAGAZINE

# Cool Gear for Cool Gearheads

**Jeff  
Norwell  
art**

Two Canadian Hot Rods  
Magazine T-shirts with art by  
Canadian Hot Rod artist  
Jeff Norwell



## Chevy II shirt

logo is on back of shirt  
S-XL: \$20+tax & \$4.50SH  
XXL-XXXL \$22+tax/SH

all shirts are  
Gildan 100%  
cotton  
preshrunk



## MODEL A/BEAVER

logo is on back of shirt  
S-XL: \$20+tax & \$4.50SH  
XXL-XXXL \$22+tax/SH



\$20+tax  
for s-xl,  
\$22 XXL-XXXL



Our traditional CHR T-shirt, available in black,  
grey or white. \$20+tax & \$4.50SH



Canadian Hot Rods hats are  
available in black, blue, sand,  
taupe and grey.  
**\$20+tax/\*SH**



**True North Strong  
With Speed** decal  
**\$3+tax & \$1 postage.**  
Decal is 8" long



**CANADIAN HOT RODS  
MAPLE LEAF DECAL**  
**\$3+tax per decal**  
**3" tall x 4" wide**

\*Shipping on hats is minimum \$8 anywhere in North America. Ontario, NFLD & NB residents add 13%, BC residents add 12%, NS add 15%, all others 5% GST

**CALL 1-888-753-2111 to place your order**



# LANT INSURANCE BROKERS

(A Division of Wayfarer Insurance Brokers Limited)

*Canada's Leader In Classic Vehicle Insurance Since 1978*



**Antique, Classic, Special Interest  
and Modified/Street Rod  
Automobile Insurance™**

**Offering The**

**HAGERTY**  
CLASSIC CAR INSURANCE  
**Program**



---

37 Sandiford Drive, Suite 100, Stouffville, ON L4A 7X5 Tel: (905) 640-4111 • Fax: (905) 640-4450  
[www.lant-ins.ca](http://www.lant-ins.ca)

**1-800-461-4099**





Kurt and Joan Nistor's 1969 Prowler Orange Pro Street Camaro hailed from Carlyle, SK. The monster under the hood is a 475ci BBC with a 8.71 Weiand blower with two four barrel carbs...good for 850hp.



to Prairieland Park and this year there was the added bonus of some drag racing on Friday night at SIR. Hopefully that is something that continues and more Super Run registrants take the chance to have some fun thrashing their cars at the track.

As for the show at Prairieland Park on Saturday and Sunday not only were there hundreds of cars to check out there was also a small indoor swap meet to poke around in if you wanted to get out of the sun. There is a big dinner and dance Saturday night which is always a good

time.

Enjoy the photos and for more information or for updates on the next Saskatoon Super Run check out [www.superrun.ca](http://www.superrun.ca).

As for the Cross Canada Caddy, we drove a minimum of 10-13 hours a day and Morley made it to Ottawa without any issues by Wednesday night August 6. I think we were both relieved and a little dissappointed the trip was so uneventful.







Sweet '34 Ford 3-window coupe was out of Calgary, AB.



Not a Ford, but a 1934 Plymouth coupe...first one I've ever seen and it's cool. At left, nice 1932 Ford roadster.



Never tire of seeing Rob Rose's 1930 Model A roadster out of Brandon, MB







Owen Jeancart's (Rosetown, SK) 1929 Model A sedan was a cool concept....an ode to the Second World War era B-17 bomber. Dig how the exhaust exits the tailgunner mural on the back of the car. We've featured one of his builds before and may have to again. This was pretty cool.







The Streisel family, dad Mark and sons Dean and Jay out of Saskatoon are hardcore hot rodders and are into traditional hot rods and gasser style cars. The 1956 Chevy is Dean's and the '64 Chevy II is Jay's. The '31 Model A coupe at left is Mark's car. Look for features on all three cars in the next issue of the magazine.



Nope, not before and after shots this is a 1955 Pontiac while the original paint car at right is a '56 Pontiac.





## PICKUP PARKING

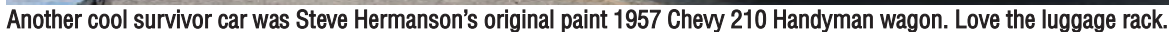
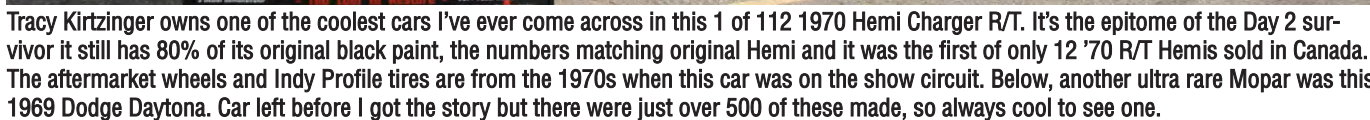
Lots of pickups in Saskatchewan too, and there were some standouts at the Super Run.















Garry and Helen Redekop's 1954 Bel Air mild custom out of Swift Current, SK was just beautiful. Wide whites and chromed steel wheels were perfect. That's cruising in style.



Rance and Norma Pritchard's custom 1941 Lincoln Zephyr Club Coupe was very cool. It had RideTech air suspension, a '95 Cobra 302 under the hood and numerous body mods including reshaped front fenders with '39 Ford headlights, rear quarters stretched and peaked and a top chopped sometime in its past. Rear bumper is '55 Chevy.



This mile-high Street Freak 1965 Ford Falcon was owned by Darren Stoudt of Saskatoon. Cool.







The Cross Canada Caddy wasn't the only Vancouver Island vehicle heading east that stopped at the Saskatoon Super Run. Mo and Joan Siernachesky were driving their 1928 Model A roadster from Port Alberni, BC all the way to Nova Scotia in part as a fundraiser for Make A Wish Canada. Look for a story in a future issue on Mo and Joan's trip.



Barry and Doris Searcy's (Winnipeg, MB) custom '52 Buick wagon was, among many other changes, turned into a 2-door and custom port holes were added to the hood. Think this car was built in the US. Andrew Faris and the crew at Graveyard Restorations out of Warman, SK (see their ad on page 35) are building this ultra cool VW Bug. A 1968 Caddy, below, is already a stylish cruiser but new wheels make it more so.







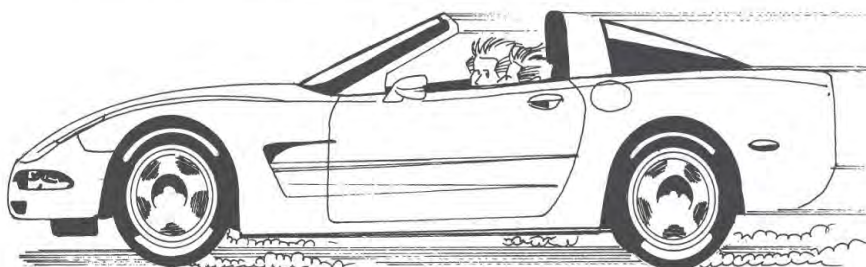
One of the best parts about two-day car shows is the Saturday night cruise action and often you come across cars that weren't at the show. One of those cars was Steve Betker's 1964 Falcon. He's owned it for 32 years and rebuilt it about five times. Very clean, well executed car with a 448hp stroker 351 Windsor under the hood. Look for a future feature. Below left, spied this sweet '66 Satellite in a parking lot and below right played followed the leader with this 'Cuda while cruising in the Cross Canada Caddy.





# WESTERN CORVETTE SERVICES

3605 Manchester Road SE Calgary, AB, T2H 0E2  
403-255-2111 or fax 403-252-9409



- Repairs & Service for All Corvettes • New & Used Corvette Parts
- Distributors for Major Corvette Parts Suppliers
- Corvette Sales, Purchases & Trades
- Corvette & General Motors Performance
- Engine, Suspension & Brake Modifications



## ADVERTISING INDEX

Babco Equipment	page 7
Burnout's Garage T-shirts	page 47
Canadian Hot Rods Inc	page 99
Canadian Hot Rods Back Iss	page 47
Canadian Hot Rods T-shirts	page 46
Canadian Hot Rods T-shirts	page 80
Draggins Car Show	page 47
Eddie Motorsports S-Drive	page 39
EMS Automotive	page 47
Flatla Autowrecking	page 65
Gary Steeves Insurance	pg 56-93
Great Canadian Oil Change	page 13
Golden Leaf Automotive	page 2
Graveyard Customs	page 35
Hagerty	page 15
Hot Nights Hot Rods	page 36
Horton's Hot Rod Parts	page 13
Jet Stream Auto & Custom	page 73
Knights of Columbus Draw	page 93
Lant Insurance Brokers	page 81
Lift King	page 3
NOS Reproductions	pg 56
Old Car Centre	page 100
Pomar Hardware & Supply	page 13
Speedway Motors	page 9
Spray Chrome Toronto	page 31
Western Corvette Services	page 92

**Subscribe for  
just \$30\* for  
one year or  
\$55\* for 2  
CALL TODAY!  
1-888-753-2111**



**If gearheads are your market  
reach thousands every issue  
by advertising your products or  
services in Canada's No. 1  
hot rod magazine**

**CANADIAN  
HOT RODS**

FROM COAST TO COAST THE NATION'S COOLEST AUTOMOTIVE MAGAZINE

**STICK US UP! 1 for \$3+sh 2 for \$5+sh**



**Call to purchase at  
1-888-753-2111**

\*Decals are larger than shown in ad



CHR decals  
by  
Jeff Norwell  
**\$4  
each**





www.knightsforcolumbus-5095.com  
**DELHI - LASALETTE**  
**KNIGHTS OF COLUMBUS**  
 Grand Prize Draw Date June 6, 2015

# TOY DRAW



**\$26,000 VALUE**  
 Spent at McKee Sport and Garden (Delhi)

**Early Bird Draw**  
 Early Bird Draw Date Dec. 12, 2014  
**\$3,000 Vacation Package**  
 from Julie's Travel Service (Delhi)

**28,000 Tickets Sold**  
 License# M726848

**Tickets \$5 or 5 for \$20 - 40 for \$100**  
 Proceeds to Community Events

Buy on-line or submit this form to purchase tickets

Cash/Cheque/Credit Card Name: \_\_\_\_\_  
 Payable to: Address: \_\_\_\_\_  
 Knights of Columbus Car Raffle City: \_\_\_\_\_  
 C/O Bill Cimos Prov: \_\_\_\_\_ Postal: \_\_\_\_\_  
 R.R.#1 Phone: ( ) \_\_\_\_\_  
 LaSalette, Ontario N0E 1H0 Visa/MC# \_\_\_\_\_ Expiry Date MM / YY  
 License# M726848 Signature \_\_\_\_\_

Number of Tickets \_\_\_\_\_  
 (Ticket stubs will NOT be returned on orders less than \$20.00  
 Can be scanned & e-mailed-please supply e-mail address)

Credit Card processed by  
 Delhi-LaSalette  
 Knights of Columbus




**CHR decals by**  
**JEFF NORWELL**

**\$4\***  
 \*+tax & \$1 shipping

# Call to purchase at

# 1-888-753-2111

## Healthwick is Canada's Best Online Incontinence Store

- Fast & Discreet Direct-to-Home Shipping
- Wide Selection of Male Guards, Briefs and Underwear
- FREE Samples



Use Coupon Code "HOTROD" for  
**FREE SHIPPING OVER \$50**

**+Healthwick.ca**

Toll Free: 1-877-775-6656

## Gary Steeves Insurance

*Classic Automobile Insurers*



**Atlantic Canada's Classic Car Insurance Specialist's**

**HAGERTY**  
 CLASSIC CAR INSURANCE

# 1-800-595-3403

**www.garysteevesinsurance.com**



# HOT ROD BUSINESS

*Custom Built Aluminum Radiators & Accessories*



Complete Cooling Systems  
1-866-223-2665  
cpw@cdnpw.ca



Restoration Parts for Classic Cars & Trucks

1221 Hwy 5 West RR1, Dundas, ON, L9H 5E1  
info@antiquechev.com 1-866-767-2787 www.antiquechev.com



**Jitney**  
AUTO PARTS LTD.

Specializing in Flathead Ford Engine & Transmission parts, Speed equipment & Traditional Hot Rod Goodies

Box 23048 Sub 31  
Saskatoon, SK, Canada  
S7J 5H3

Keith Lee  
PH: 306-668-3673  
Fax: 306-668-3658



Darryl Loose

Calgary, AB  
(403) 547-0605  
1-866-547-0605  
www.wheelmasterclassics.com  
email: wheelmaster@shaw.ca

**WheelMaster**  
*Classics*

HOTRODS MUSCLE CARS CLASSICS



THE COOLEST RIDES ANYWHERE  
780.672.3745  
streetironkustoms@live.ca CAMROSE, AB

*LG Kustoms & Hotrods*

Kustom Chassis Work • Metal Fabrication  
Traditional Hot Rod & Kustom Parts  
Vintage Speed Equipment

Lee Grant  
16718F-III Ave. Ph. 780-886-1409  
Edmonton AB Fax 780-481-1178  
T5M 3W2 leegrantkustoms@yahoo.ca

Weather Stripping and Restoration Supplies

**Beech's**  
ANTIQUE CAR

Tel: 250-897-0436 Cell: 250-897-2567



**www.ublast.ca**

**YOU COULD ADVERTISE HERE FOR JUST \$100/issue  
FIND OUT HOW AT 1-888-753-2111**



# HOT ROD BUSINESS

## HITMAN HOT RODS

519.620.0800

SALES@HITMANHOTRODS.COM  
WWW.HITMANHOTRODS.COM

Find us online...



## AVAILABLE SERVICES

- \* Frame-off restoration
- \* Sheet metal work
- \* Chassis fabrication
- \* Custom Roll Cages
- \* Engine Modifications
- \* Engine Rebuilding
- \* Performance Part Installations

LICENCED MECHANIC  
905-796-8628 1-888-445-5094  
159 Wilkinson Road, Unit 12  
Brampton, Ontario L6T 5A7



www.aanddperformance.com



LYLE VASS  
403-993-5553

lyle@rodsnrestos.ca  
www.rodsnrestos.ca

## CUSTOM LEAF SPRING MANUFACTURING



More than 50 years of  
combined experience



Muscle cars, rods, classics, race cars, 4x4  
Best selection of suspension parts on Vancouver Island

CALL TOLL FREE 1-800-675-1535

## Victoria Plating Ltd.

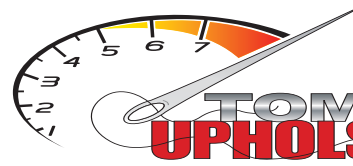


Custom Plating  
for over 50 years

892 Devonshire Road,  
Victoria, BC, V9A 4T6

Phone: 1-800-952-3445 (250) 385-0341

email: info@victoriaplating.ca



The place to call  
in Southwest  
Ontario

HOT RODS — CLASSICS — PRO TOURING

206 Charing Cross St., Brantford, ON, N3R 2J5

terry@tomsupholstery.ca

Phone: 519-753-2029 www.tomsupholstery.ca

Heighton

AUTO RESTORATIONS



311 6th Street  
Beiseker, AB T0M 0G0  
Ph: (403) 947-2260  
EMAIL:  
heightonrestoration@hotmail.com

Rotisserie Restorations  
Award Winning Paint  
Kustoms, Street Rods  
Collision Claims Welcome

**IWE** RearEndsOnly.com

CHECK OUT OUR WEBSITE VIDEO

1-888-433-4717

Full, on-hand stock  
of new and used  
rear end parts:



7140 Russell Ave, Burnaby, BC, Canada, V5J 4R9  
(604) 433-4717 FAX (604) 437-9392

www.iwerearendsonly.com



**YOU COULD ADVERTISE HERE FOR JUST \$100/issue**  
**FIND OUT HOW AT 1-888-753-2111**



# CANADIAN HOT RODS



## SAVE A TREE, READ DIGITALLY

Canadian Hot Rods magazine is also available in digital format. If you're on the go download and access every issue of the magazine to your computer, laptop, tablet, iPhone and Android devices. It's just \$4.99 per issue or \$20 for a digital subscription.



## 6 digital issues JUST \$20\*

Enjoy the same magazine you can buy on newsstands at home on your computer or on the road on your laptop. Enjoy web hot links, video embeds and easy navigation. Not only do you save money with a digital subscription but you also get to read your issue of CHR faster by avoiding shipping delays. Simply go to [canadianhotrods.com](http://canadianhotrods.com) and click on EZINE SUBSCRIPTIONS to subscribe today. Or buy individual issues for \$4.99. **\*Plus applicable taxes**

FOR Mac, iPhone or iPad users the magazine is also available at the App Store. Download the Newsstand App and buy tablet friendly versions of CHR for just \$4.99



Available on the  
**App Store**



# Missed an issue? Building a collection? BACK ISSUES ARE AVAILABLE



Volume 9, Issue 6



Volume 9, Issue 5

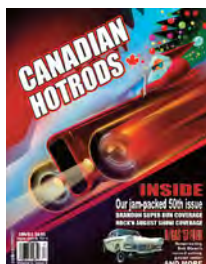


Volume 9, Issue 4

\$7.95 per issue or \$6.95 per issue if buying multiple copies



Volume 9, Issue 1



Volume 9 Issue 2



Volume 9 Issue 3



Volume 5, Issue 2



Volume 5, Issue 3



Volume 5, Issue 4



Volume 6 Issue 1



Volume 6 Issue 2



Volume 6 Issue 3



Volume 6 Issue 4



Volume 6 Issue 5



Volume 6 Issue 6



Volume 7 Issue 1



Volume 7 Issue 2



Volume 7 Issue 3



Volume 7 Issue 4



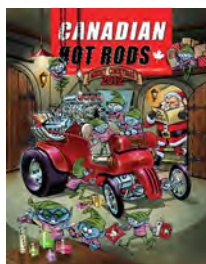
Volume 7 Issue 5



Volume 7 Issue 6



Volume 8 Issue 1



Volume 8 Issue 2



Volume 8 Issue 3



Volume 8 Issue 4



Volume 8 Issue 5



Volume 8 Issue 6

Shipping is \$3.50 for one issue  
or just \$4.50 for 2 issues

**CALL 1-888-753-2111 to order**





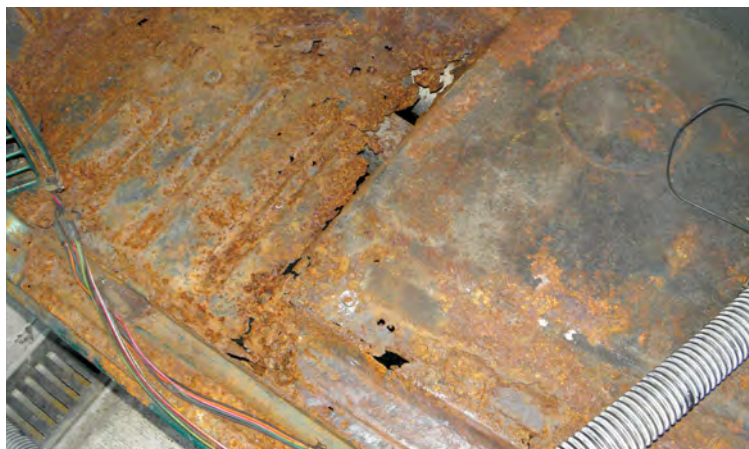
The upholstery had been redone sometime in the Caddy's past and because it had been pulled out and stored in a dry place it had held up amazingly well. Note the Hula Girl bobblehead on the dash. She's the gearhead equivalent of a Saint Christopher medal in the glovebox.

## Cabin prep for Cross Canada Caddy

When you have essentially a combined 10 days to get a 60-year old vehicle prepared for a 4,000+KM trip you're going to cut some corners. Morley Ouderkirk's 1954 Cadillac Coupe de Ville hadn't been registered for road use since 1991 but we really don't know what kind of treatment it had received before 1991 or between 1991 and November 2012 when he became the Caddy's new owner. The only thing we knew for sure is that it had been sitting out in the elements for more than 20 years. That meant rust. Lots of it. Since the most important thing was making the car mechanically sound we didn't spend too much time on body work. We figured filling the holes in the driver's side floor was one thing we should do so I dug into my sheet metal scrap pile, grabbed my pop riveting gun and a ball peen hammer and went to work. When the bending and pop riveting were complete I

seam sealed all the repairs. Was I proud of it? Nope but it took all of 45 minutes. The first time we test drove the car (see page 78) we noticed there was enough heat generated by the exhaust, etc that the bottoms of our running shoes became tacky. Obviously this wasn't good or comfortable.

My first thought was to drop by Chips Upholstery in Nanaimo and Chip donated some carpet jute and a scrap piece of carpet but Morley wanted another layer of protection. The cost of Dynamat meant that wasn't, at this point, an option. So Morley went to the local Home Hardware and picked up some water heater bubble foil and spray glued it to the floor. We aren't recommending this as a long term fix of course (though Morley's been using the Caddy as a daily driver ever since he arrived back in Ottawa, so who knows.) but it was quick and cheap and got the job done and that's all we wanted.







**Custom Chassis Shop  
& RESTORATION**

[WWW.CANADIAN-HOTRODS.CA](http://WWW.CANADIAN-HOTRODS.CA)



## BUILD YOUR ROD

### CHASSIS

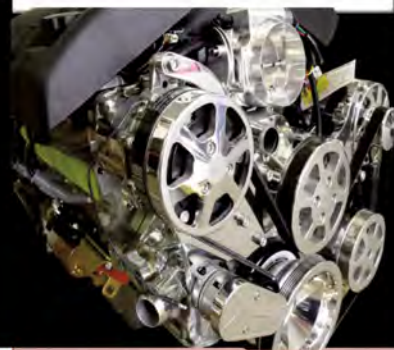


1947-59 Chevrolet Truck Chassis

1955-57 Chevrolet Car Chassis

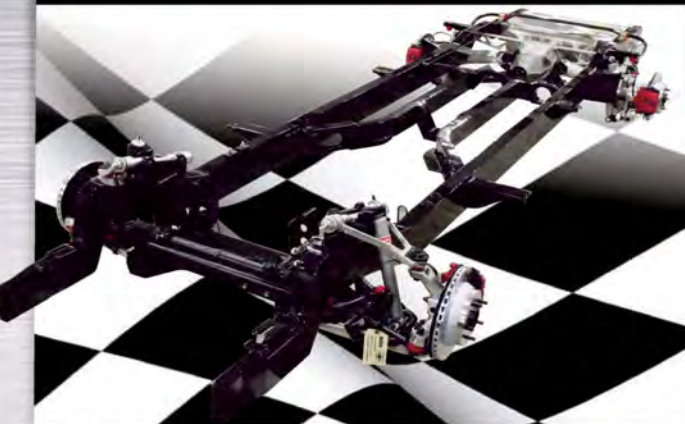
1948-56 Ford Truck Chassis

### ENGINES



### CUSTOM PAINT

### CLASSICS



**1-250-835-2070**

4439-C Trans Canada Hwy  
Tappen B.C.  
V0E 2X2

email us at  
[info.canadianhotrods@gmail.com](mailto:info.canadianhotrods@gmail.com)





# YOUR BEST SOURCE

Street Rod • Vintage • Classic parts



CANADA'S LARGEST STOCKING STREET ROD SHOP



- Bodies
- Air Conditioning
- Suspensions
- Billet Accessories
- Radiators
- Complete Rolling Chassis
- Steering
- Brakes
- Frames
- Rubber Parts
- Reproduction Parts
- and much more



Celebrating our **37<sup>th</sup>** Year Serving the Street Rod Community

604-888-4412 • #3-20075 92A Avenue, Langley, BC Canada V1M 3A5

[www.oldcarcentre.com](http://www.oldcarcentre.com) • email: [oldcarcentre@look.ca](mailto:oldcarcentre@look.ca)